Return of
Wrecks and Casualties in
Indian Waters
1878 to 1880

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BOMBAY BRANCH

OF THE

ROYAL ASIATIC SOCIETY.

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE, AGRICULTURE, AND COMMERCE.

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1878;

TOGETHER WITH A CHART SHEWING THE POSITIONS IN WHICH THEY OCCURRED.

134763

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REVIEW.

THE present return shews a larger total of recorded wrecks and casualties than any previous year. The large increase in the number of casualties is caused by incorporating the cases of grounding of vessels whilst proceeding up or down the River Hooghly.

2. There were 15 wrecks of British vessels, 6 French, 1 Portuguese, 2 Arabian, 2 Burmese, and 33 Indian Native craft, or a total of 59 ships of 35,873 tons, and a loss of 115 lives.

There were 131 casualties to British vessels, 7 French, 2 German, 5 American, 2 Swedish, 1 Dutch, 1 Italian, and 20 Indian Native craft, or a total of 169 ships and a loss of 16 lives.

3. When compared with the year 1877, this shews a decrease of 6 in the number of wrecks, an increase of 71 in the number of casualties, and a decrease of 11 in the number of lives lost.

4. The only case of total loss by fire reported during the year 1878 was that of the native brig LUCKY BELAS, burnt off the town in Rangoon River, which is supposed to have originated from damp tobacco causing spontaneous combustion: the vessel was valued at Rs. 25,000. The most serious case of casualty from fire was that which took place on board the Peninsular and Oriental Steam Navigation Company's steamer CHINA in Bombay Harbour, when the damage was estimated as £8,000; the cause was not reported. A fire from some unknown cause occurred on board the GERALDINE PAGET whilst lying in the River Hooghly; about 180 bales of jute, besides some loose jute and bags of linseed and lacdye, were destroyed. The fire on board the NEWCASTLE was caused by spontaneous combustion, and some 40 tons of coal were jettisoned. One or two other cases are noted in the return, but require no comment.

5. A large number of collisions is again recorded; it will be seen that they were principally caused by the carelessness of the masters in charge, whilst in nine instances the collision was unavoidable.

6. One wreck and two casualties occurred on the coast of Africa within the limits generally included in the Wreck Review; three casualties were reported in the Persian Gulf.

7. The following analyses shew (A) the causes to which the disasters are to be attributed; (B) the general localities in which the wrecks and casualties occurred; (C) the number of reported casualties in each month of the year 1878, total tonnage, and number of lives lost; (D) the number of reported wrecks and casualties, total tonnage, and number of lives lost for the years 1865 to 1878 inclusive.

A.—*Causes to which the disasters are to be attributed.*

	Wrecks.			Casualties.			Collisions.		Groundings.	Strandings.	Foundrings.
	British and Foreign.	Native.	Total.	British and Foreign.	Native.	Total.	British and Foreign.	Native.			
Carelessness of Pilot.	3	...	3	2	...	2	...	...	3	5	...
Carelessness of Master.	3	10	13	5	4	9	...	...	4	7	...
Cyclones.	5	...	5	...	...	...	...	...	...	1	...
Stress of weather.	1	11	12	...	·5	·5	...	...	...	1	...
Error in compasses.	...	...	...	...	...	...	...	...	...	...	...
Error in chronometers.	...	...	...	...	...	...	...	...	...	...	...
Want of look-out.	...	...	...	...	...	...	...	...	...	...	...
Tides and current.	...	...	...	...	...	...	...	...	...	...	...
Current and haze.	...	...	...	...	...	...	...	...	...	...	...
Defective charts.	...	...	...	...	...	...	...	...	...	...	...
Defective buoyage.	...	...	...	...	...	...	...	...	...	...	...
Unavoidable.	...	...	...	...	...	...	...	...	...	...	...
Unknown.	...	...	...	...	...	...	...	...	...	...	...

A. continued.—*Causes to which the disasters are to be attributed.*

	Wrecks.			Casualties.			Collisions.		Groundings.	Strandings.	Foundrings.
	British and Foreign.	Native.	Total.	British and Foreign.	Native.	Total.	British and Foreign.	Native.			
Carelessness of Pilot.	...	...	...	9	1	10	...	...	1	1	...
Carelessness of Master.	...	...	...	1	2	3	...	...	...	1	...
Cyclonic gales.	...	...	...	...	...	...	...	...	...	2	...
Tides and currents.	...	...	...	3	...	3	...	...	...	...	...
Buoy being out of place.	...	...	...	1	...	1	...	...	...	...	...
Very slight accident.	...	...	...	...	...	...	...	...	...	...	...
Unavoidable.	...	...	...	30	...	30	...	...	...	...	...
Unknown.	...	...	...	...	...	...	...	...	...	...	...
Carelessness of Master.	...	...	...	...	...	...	...	...	...	...	...
Collision.	...	...	...	...	...	...	...	...	...	...	...
Tides and currents.	...	...	...	...	...	...	...	...	...	...	...
Stress of weather.	...	...	...	...	...	...	...	...	...	...	...
Sprung a leak.	...	...	...	...	...	...	...	...	...	...	...
Unseaworthy.	...	...	...	...	...	...	...	...	...	...	...
Unavoidable.	...	...	...	...	...	...	...	...	...	...	...
Unknown.	...	...	...	...	...	...	...	...	...	...	...

A. concluded.—*Causes to which the disasters are to be attributed.*

	Wrecks.			Casualties.			Collisions.		Groundings.	Strandings.	Miscellaneous.
	British and Foreign.	Native.	Total.	British and Foreign.	Native.	Total.	British and Foreign.	Native.			
Carelessness of Pilot.	...	4	4	3	...	3	...	...	...	...	...
Carelessness of Master.	...	3	3	...	...	...	...	...	...	...	...
Tides and currents.	...	...	...	7	2	9	...	...	...	...	...
Parting of cables.	...	...	...	2	1	3	...	...	...	...	...
Caused by natives in charge of boats.	...	...	...	...	1	1	...	...	...	...	...
Damage to engines.	...	...	...	...	2	2	...	...	...	...	...
Caused by being short-handed.	...	...	...	...	2	2	...	...	...	...	...
Unavoidable.	...	...	...	5	...	5	...	...	...	...	...
Unknown.	...	...	...	3	...	3	...	...	...	...	...
Fire,—spontaneous combustion.	...	1	1	1	...	1	...	...	...	...	...
Fire,—unknown.	...	...	...	3	...	3	...	...	...	...	...
Cyclone.	...	1	1	3	...	3	...	...	...	...	...
Stress of weather.	...	...	...	1	...	1	...	...	...	...	...
Sprung a leak.	1	...	1	6	...	6	...	...	...	...	...
Damage to hull, &c.	1	...	1	3	...	3	...	...	...	...	...
Damage to engines, &c.	...	...	...	8	...	8	...	...	...	...	...
Very slight accident.	...	...	...	1	...	1	...	...	...	...	...
Loss of masts, spars, &c.	...	...	...	6	...	6	...	...	...	...	...
Abandoned.	1	...	1	...	...	...	...	1	...	...	...
Total.	30	149	38	113	21	134	...	1	1	4	1

B.—*General localities in which the Wrecks and Casualties occurred.*

	East Coast of Africa.	North-East Coast of Africa.	Gulf of Aden.	Red Sea.	Arabian Coast.	Indian Ocean.	Persian Gulf.	Arabian Sea.	Sind Coast.	Kattywar Coast.	Gulf of Cambay.	Bombay Coast.	Maldive Islands.	Malabar Coast.	Gulf of Manár.	Ceylon Coast.	Palk's Strait.	Coromandel Coast.	Madras Coast.	Orissa Coast.	Hooghly River and Sandheads.	Sunderbunds.	Chittagong Coast.	Burma Coast.	Bay of Bengal.	TOTAL.
Wrecks	...	1	...	4	1	1	...	3	1	...	2	16	...	6	2	4	1	...	6	...	2	3	1	6	2	59
Casualties	1	1	7	6	1	9	3	6	2	...	1	16	...	3	3	1	...	4	5	2	62	2	12	16	6	169

C.—*The number of reported Wrecks and Casualties in each month in Indian waters during the year 1878, the total tonnage of vessels wrecked, and the number of lives lost,*

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
Number of wrecks	4	1	5	6	7	3	1	3	7	4	11	7	59
Number of casualties	16	15	13	10	15	20	10	10	24	11	14	11	169
Total tonnage of vessels wrecked.	3,100	920	1,539	11,330	7,060*	1,275	113	2,492	2,333†	416	1,939‡	3,356	35,873
Lives lost	...	...	10	2	39	9	1	...	7	5	45§	9	131

D.—*Comparative Statement shewing the reported number of Wrecks and Casualties in Indian waters, total tonnage, and the number of lives lost from 1865 to 1878 inclusive.*

Year.	Number of Wrecks and Casualties.	Total tonnage lost.	Lives lost.	Remarks.
1865	28	14,443	6	
1866	32	15,597	35	
1867	37	17,417	49	
1868	20	12,558	19	
1869	55	25,688	279	
1870	44	14,809	51	
1871	47	18,294	118	
1872	106	34,238	143	Exclusive of four vessels supposed to be lost.
1873	42	12,110	3	
1874	69	16,656	85	
1875	62	11,193	65	
1876	110	23,866	96	Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Javad*, both wrecked in the Red Sea.
1877	163	26,847	142	Not including the master and crew of the *Anadne*, supposed to have foundered.
1878	228	35,873	131	Not including the master and crew of the *Lady Rawlinson*, supposed to have foundered.

* British barque (name unknown) not included, as the information was not reported.

† Tonnage of the *Seedee Horse* not reported, and is therefore not included.

‡ Does not include the *Lady Rawlinson*, tonnage not reported.

§ Not including the master and crew of the *Lady Rawlinson*, supposed to have foundered.

8. From the foregoing it will be observed that during the last 14 years (1865 to 1878 inclusive) the annual average number of reported wrecks and casualties in Indian waters has been 74, the average tonnage lost was 19,970, and the number of lives lost 87.

Cyclones and life-saving apparatus.

9. Some exceedingly severe weather was experienced in the Bay of Bengal during the cyclones which occurred in the early parts of November and December last.* The British barques OLIVE BRANCH and FIFESHIRE, together with the French barque CAMBODGE, were driven ashore near Vizagapatam and totally wrecked. The cyclones were particularly felt at this place. The French steamer COROMANDEL and the French barque QUATRE SŒURS were also wrecked near the same spot. Unfortunately 34 lives were lost; boats were of no use in such a surf, and no assistance could be rendered from the shore. It certainly is to be deplored that there is no life-saving apparatus established along this part of the coast; if it had been in existence during the time the above wrecks occurred, most of the lives might have been saved. It is, however, very satisfactory to learn that the question of the establishment of life-saving apparatus is now before the Government of Madras.

Native craft.

10. Again are recorded a very large number of wrecks and casualties to Native craft. Many of the masters of these vessels hold no certificates of competency and are otherwise ignorant men, utterly careless of the lives of those on board their own craft, and by their negligence endanger the lives of those on board other vessels unfortunate enough to come across them on the high seas. The Master Attendant of Madras particularly called attention to this fact some little time ago when the EMERALD was run into by the MADURA, and instances are constantly occurring which shew the necessity of placing these country craft under the same rules in regard to *red* and *green* lights as other vessels. It will be observed in the present return that cases are again recorded of the loss of life and property caused by the neglect of these tindals or nacodas to carry lights. These vessels, as already pointed out, go to sea in an ill-equipped state, without boats, many of them without charts or chronometers, and some without charts, chronometers, boats, or compasses! As illustrative of this, I may quote a few cases which were specially brought to notice during the past year. The Native schooner THYRIACOVALASUPIRAMANIAPURAVY, wrecked near Jaffna, Palk's Strait, carried no boats, although there were 19 passengers on board, in addition to a crew of 8 men: 17 lives were lost. The Native pattimar BURKHUDEY, lost at Cochin, had no boats. The Native muchwa RAMPURSAD, whilst proceeding down the Bombay coast during a dark night, exhibiting no lights, was lost off Jaigurh: she carried no boats, and 2 passengers were drowned. The padow ROOPAREL, lost on the Bombay Coast, had only one small boat on board quite insufficient to save the lives of crew and passengers; they were fortunately picked up by boats from the shore. The pattimar ALLEY MADUTT, wrecked near Calicut, carried a small canoe when there were 20 men on board. The galveta SACRY, lost on the Malabar coast, and the muchwa BHOWANEE, wrecked near Malwan, had no boats. In the latter vessel were 11 men and 29 passengers, who (with the exception of one life) were saved by the Malwan Boat Establishment. Others, such as the SALAMATI, the SAVASCESULLAMTEE, the NAHGIN, the DURIA DOWLUT, and the BABU RAMPRASAD, had either no boats at all, or

* See notes on these cyclones in the Appendix.

such small canoes as to be utterly useless in case of disaster. The muchwa's ESHWANTI and MAHOMEDI, wrecked on the Bombay coast, had no charts or compasses on board. The pattimar ALLEY MADUTT, lost near Calicut, was a very old craft (some 50 or 60 years); there were no charts on board, and it was officially reported that the tindal did not understand the use of charts. The brig FAIZEL CURREEM, lost in the Sunderbuns, had no charts or chronometers on board; and a proof how ill found these vessels are, is shewn in the loss of the cotia DURIA DOWLUT, which was struck by lightning off Cannanore. Having sprung a leak, she foundered before she could reach Tallai (near Tellicherry), owing to her having no pumps on board. The mahagiri ESHWANTI foundered within the limits of the port of Coompta in December last. The vessel was very old and leaky, and went down during the night whilst lying at anchor. There were no pumps on board. Other cases of gross carelessness and neglect are observable throughout the present return, more than sufficient to prove how sadly the duty of inspection is needed along our coasts.

The appointment of Port Officers as "Divisional Officers."

11. A gross case of overloading, which occurred in May 1878, was brought to light during the latter part of the year. The schooner ELIZABETH (see No. 58, Casualties), a small and old craft of 32 tons, left Kalikari, bound to Colombo, with a cargo of 50 head of cattle, 175 sheep, and a crew of 9 men and 14 passengers. About an hour after leaving she sprung a leak, and sank in 2 fathoms of water, when about a mile from the port. The crew were saved, but 7 of the passengers were drowned, and the cattle lost with the exception of the deck load. This casualty was not officially reported to the Department.* I gathered some valuable information from private sources, the Master Attendant of Paumben. (Mr. T. H. Baker) taking considerable trouble to obtain reliable details.

12. In the case above quoted, the tindal should have been prosecuted under sections 280 and 282 of the Indian Penal Code; for such a load ever to have been allowed on board so small a vessel was simply disgraceful.

13. It is evident that we must insist that wrecks and casualties (occurring in the district where there is a Master Attendant) must be reported at once to him, and that he should proceed to the spot, investigate the matter, and report to this Department. At ports where there is only a Native Customs Officer, who perhaps scarcely knows one end of a ship from the other, he reports to another native official, who is in all probability not so learned in nautical subjects as his informant, and there generally the matter rests.

14. The Customs Officer should be ordered to report all casualties to the nearest Master Attendant, or other Marine official, without delay, and the Master Attendant should proceed to the place where the casualty occurred, take immediate steps to obtain the necessary details, and forward them to this office. By these means we might ensure obtaining some reliable information. At present many casualties happen which the native officials deem of no importance, and take upon themselves the option of reporting little or much as they think proper. In some cases it is hardly to be expected that they could see the importance of communicating such intelligence to us.

15. As confirmatory of the above remarks, the Conservator of the port of Chittagong called attention to the fact of vessels grounding in the River Megna,

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* Information relating to this casualty was subsequently received from the Master Attendant of Madras on 25th March 1879.

and off parts of the Chittagong Coast, beyond the limits of the District of Chittagong Proper, without any intimation having been given of the casualties. This officer says that, "owing to the changeable nature of the navigation above Sundeep Channel to about 60 miles on the way to Naraingunge, vessels employed in this trade are, I fear, often grounded without any intimation being given to me of the fact. For, unless some serious injury is sustained, or great delay takes place, casualties to vessels in those parts are, I believe, carefully kept from me, notwithstanding the heavy penalties for not bringing them to notice."

16. In the cases of casualties happening at too great a distance for the nearest Master Attendant to proceed to the spot without great loss of time and considerable expenditure, they should be submitted to the nearest Magistrate as being the proper officer to investigate such cases under the concluding portion of section III of Act IV of 1875; but wherever possible, it would be preferable that the Port Officer, as being intimately acquainted with nautical subjects, should be present and thoroughly go into the matter.

17. It is to be earnestly hoped that the Indian Merchant Shipping Bill of 1878, the main object of which Bill is to prevent the departure of unseaworthy ships from British India, will be so framed as to make it applicable to vessels registered under Act X of 1841, and also under the Merchant Shipping Act of 1854, as the greatest number of vessels trading in Indian waters, and requiring the closest inspection, are the Native craft, and they generally trade under Act X of 1841. By the incorporation of these in the Bill now under consideration, and by making the various Master Attendants or Port Officers *Divisional Officers,* instead of limiting their powers to one port, the number of casualties to Native craft would be greatly reduced. In the event of any wreck or casualty occurring, searching enquiries could be made on the spot, thereby rendering trustworthy returns possible, and at the same time bringing to justice any one endangering the lives of passengers or crews by taking them to sea in unseaworthy vessels. In carrying out this proposal, the Government would benefit in every way; the conservancy of ports where only Sea Customs subordinates are placed is, from what I can learn on this subject, sadly neglected, not only through want of energy, but lack of knowledge of, and experience in, nautical subjects. No Master Attendant or Port Officer would have a very long or impracticable distance to travel, except perhaps at Tuticorin and Negapatam, and some special arrangements could be made at these places.

Courts of Enquiry.

18. I called attention in my last review to irregularities having occurred at Courts of Enquiry. There can be no doubt that the present system under Act XII of 1859, for the trial of pilots, which leaves the Government Prosecutor in Calcutta (an Assistant Port Officer) unsupported by legal aid, overweighs that officer, as the Act sanctions the employment by the accused of an advocate, legal or otherwise, a privilege which has been much utilised of late, the accused having appeared by counsel in most of the recent cases, notably in the trial held in Calcutta of the pilot for the loss of the QUEEN ANNE on the Fultah Sand in October 1878. The defendant had most able counsel, instructed by a solicitor, while the prosecutor stood alone with his technical knowledge against this array of law. A verdict was obtained for the prosecution, but the position was not a fair one. The Government Prosecutor should undoubtedly be a nautical man, and one well acquainted with the pilotage of the river, and all matters connected with

the navigation of the Hooghly port rules, Acts, &c.; but he should also have the assistance of the Government Solicitor or such legal officer as the Government may deem fit to appoint. Legal and technical knowledge are both essential for the conduct of such cases; but the technical man, to conduct the examinations, should be advised by the legal man, who should also prepare the case in consultation.

19. Whilst on the subject of Courts of Enquiry, it is necessary that the case of the JAMES AIKEN should be mentioned, in order to bring prominently to notice the shortcomings of the present Indian Shipping Act. The British ship JAMES AIKEN (see Casualties, No. 164) ran ashore, in December last, about 45 miles south of Madras. The vessel was under all canvas at the time, and it appears no lead was hove. The Government ordered an investigation to be held to enquire into the circumstances attending this casualty; but at the preliminary sitting of the Court of Enquiry, it was urged on the part of the commander that, as it could not be proved that the vessel had sustained any *material* damage, the enquiry was not authorised by the provisions of Act IV of 1875. The Advocate General having confirmed this view, the matter was allowed to drop.

20. The Master Attendant of Madras, in reporting the above case, says: "This is one of the many evasions of justice occurring in Madras, owing to the omission of the word '*stranding*,' which is used in the English Act but not in the Indian one. The same want of skill or precaution that would forfeit certificates in case of wreck or damage remains unexamined and unpunished, if the master is fortunate enough to get off shore either with or without assistance. The loss to ship and cargo when ascertained is made a subject of general average. The insurance is called upon to pay, and no more is heard of the case."

Control of masters of inland steamers.

21. The India General Steam Navigation Company suffered another severe loss in June last by the sinking of the flat JELLINGHEE in the River Hooghly. The flat was lost entirely through the ignorance and unskilfulness of the master who had charge of the MADRAS whilst towing the JELLINGHEE. It would appear that many men in charge of these up-country craft pass no examination whatever, and are reported as being incapable of handling their vessels properly when meeting large and fast sea-going steamers. It is satisfactory therefore to record that, in view of the facts of this case, the "Lieutenant-Governor is taking steps in the local Legislature for bringing the masters of inland steamers under control by requiring that they should hold certificates of competency after examination, and be liable to trial for incompetency or negligence." This measure has now been introduced, and the sooner it comes into force the better for all concerned in the navigation of the Hooghly.

Ship surveying and unseaworthy ships.

22. There would appear to be, from evidence I have been able to collect, something radically wrong in the present system of ship surveying, and the following facts have been noted with the intention of illustrating how sadly the new Indian Merchant Shipping Bill of 1878 is needed. There is, perhaps, no part of the globe where vessels are so exposed to such sudden and great peril from strong currents, heavy seas, dangerous shoals and rocks, and terrific cyclones, combined with an almost entire absence of harbours of refuge, as in India; yet it is an undoubted fact that there is no other place in the world where ignorant or unprincipled ship-owners are to such an extent permitted to jeopardise the lives of the

unfortunate creatures who are compelled, by force of circumstances, to man what have been rightly termed "floating coffins." This port itself has for years enjoyed the unenviable notoriety of being the best mart known for the sale of worn-out vessels of all kinds. This state of things, the reasons for which are not difficult to discover, has for years called loudly for reform. Yet, although the subject has almost incessantly been publicly brought forward, nothing has been done, and it was communicated to me a short time since that the "authorities have systematically declined to interfere."

23. In August 1873 an emigrant vessel, the SHAH JEHAN, left Calcutta with 400 emigrants in so dangerous a condition that one of the oldest private surveyors stated publicly that she would never reach Mauritius. She returned from Saugor with six feet of water in her hold, after having nearly foundered in the river. As reported in my last review, a large vessel, the CODA BUX, with some 50 souls on board, left False Point for Madras in May 1877, and has not since been heard of, though there was no very bad weather at the time. One surveyor refused her a certificate on any terms, yet two other experts passed her as seaworthy. Since then, the LADY RAWLINSON left False Point (on 3rd November 1878) with a full cargo for Colombo; nothing has since been heard of her, and she is supposed to have foundered with all on board. This vessel was known to be in a most dangerous condition for a long time past. The HENRY MILLER was also reported (unofficially) as having foundered in the Bay of Bengal, but I subsequently discovered that she had arrived at Colombo. The HENRY MILLER had her certificate taken away by the Veritas' Surveyor, (Captain Browne), on account of her bad state. Only very lately there were vessels loading cargo in this harbour so unsafe that one surveyor refused even to go on board of them; their condition was so well known, and fully manifest even from the outside. One of these vessels was reported as unseaworthy last year, yet she was here again without any enquiry or investigation, and allowed to imperil the lives of ignorant men who are unable to judge for, or protect, themselves.

24. But perhaps one of the most glaring instances of how ship surveying is conducted, or rather misconducted, in this port is that of the WILD ROSE, which ship left the River Hooghly in June last year. This vessel's reputation is so bad that a crew can scarcely be got to sail her, and she has been the cause of more unfortunate seamen being sent to jail than almost any vessel afloat. Notwithstanding all this, and that she had some time previously put back to Adelaide in a leaky condition after having been a month at sea, though only in ballast trim, and that no repairs were executed in Calcutta, yet certain surveyors were found willing to pronounce her a good vessel. Of course, the present system of ship surveying as practised here offers a premium to dishonesty, inasmuch as a man who does his duty strictly and understands it may almost starve, whilst dishonourable competition makes a rapid fortune.

25. It is satisfactory to be able to record, after a close inspection of the documents received in this Department, that a much larger number of vessels than has hitherto been the case have Government charts on board. It is to be hoped that masters of vessels will learn the value of being in possession of the most recently corrected charts. Unfortunately, the magnificent works of the Hydrographic Department of the British Admiralty are not appreciated as they should be, owing, no doubt, to the fact of its new productions not being

Charts.

advertised so widely as their importance demands. A large number of masters of vessels will not take the trouble to seek out the Government Agent at home and discover for themselves what new charts or other nautical publications are issued, and when the ship-chandler's good-looking blue-backed charts are thrust into their hands they are content with these; whilst many of the masters are altogether ignorant of the fact that accurate Government productions with all the latest corrections are obtainable at a price much less than private publications could be sold for. Indeed, I have known instances where Admiralty charts, shewing the results of modern surveys, have been published for years, and yet ship-masters have been ignorant of their existence, and have been navigating their vessels by some antique documents wholly untrustworthy.

26. The Marine Survey Department in Calcutta is doing good work in this particular, for the information as to the value of Government charts, and where these productions are to be purchased, is being widely diffused throughout the East; and the result is highly satisfactory, for not only are English and Foreign ship-masters and owners purchasing largely the Admiralty publications now in store in the Department, but the charts of Indian ports and anchorages, published at the office of the Indian Marine Survey, are becoming well known and appreciated. Not only is this a fact in regard to British and Foreign ships, but many Native ship-owners, tindals and nacodas of Native craft, are gradually learning the value of being able to obtain such reliable information, the proof of which is exemplified in the large purchases of charts, &c., effected, more particularly within the last 5 or 6 months.

27. Amongst the casualties recorded in the past year, the case of the CARLOTTA is to be specially noted. The vessel grounded on the Indus banks and had no reliable charts on board; those in use were private publications, some 12 years old, not shewing the latest seaward extensions of the delta of the Indus. Other vessels brought to notice as having been navigated by charts issued by private firms were the PEER OF THE REALM, BANNOCKBURN, OCEAN BELLE, NORWOOD, ALEXANDRA, JAMES AIKIN, and NELSON. I would again call attention to the compulsory supply of correct official charts to all ships before leaving a port; it is of great importance, and should be no more difficult to enforce than other portions of the necessary equipment of sea-going vessels; it is therefore to be hoped that the London Board of Trade will take the matter into early consideration.

Lights or signals at Cape Guardafui.

28. During the past year another wreck, the VORTIGERN, took place in the neighbourhood of Cape Guardafui; and the steamer GARONNE, with 510 souls on board, narrowly escaped being wrecked at Ras Hafoon. The south-west monsoon will shortly be again upon us, and no effort has yet been made to render safe the navigation of this dangerous part of the coast. A most simple remedy would appear to be in the exhibition, at short intervals, of blue lights on Cape Guardafui and red lights on Ras Hafoon, or *vice versâ*. These lights are visible immense distances, through and over haze, and illumine the clouds, if there be any, in a most marked and effective manner. It must certainly be a very long time before a light-house or light-houses could be erected here, and there is very grave doubt, owing to the haze which constantly hangs about Cape Guardafui, whether a light would be visible at a sufficient distance to render it of real value to navigators. We have also to take into consideration that it is south of Cape Guardafui that a large number of wrecks occur, and

that Ras Hafoon should be marked in such a way that it cannot by any possibility be mistaken. This could only be effected by exhibiting on each point some totally different lights or signals. Such signals are ready to hand, requiring no outlay for the construction of towers or other buildings from which they are to be exhibited, and would be of infinitely more value than any *light* during the hazy, thick weather of the south-west monsoon.

29. It will be necessary to maintain an establishment at any point or points determined as sites for new lights or signals. Such establishments could be formed at once, and thus the great delay, which would necessarily take place if light-houses were erected, would be obviated, and the coast rendered practically safe. In July of last year I forwarded the above proposals to the Corporation of the Trinity House of London; the Board tendered their thanks for the suggestion, adding that, "when it becomes possible to take action in the matter, the proposition shall be communicated to those who may be entrusted with the work." The Committee of Lloyds, London, also agreed with the suggestion, and undertook to forward the matter if any opportunity occurred. Nothing, however, has yet been done.

30. From personal knowledge, I can testify to the extreme value of these powerful coloured lights, and all navigators of any experience would agree with me in asserting that more useful or distinct signals do not exist. It needs but that the signalmen stationed at these points should be protected from the Somali tribes and Arabs along this coast, and these effective lights could be in operation without delay.

Meteorological memoranda.

31. I have deemed it advisable to incorporate in the present report a short statement of the weather, together with notes relating to the state of the sea experienced at, or in the immediate neighbourhood of, the principal ports round the coasts of India and Burma during the year 1878. This information has been kindly supplied by the various Master Attendants or other Marine authorities, and is a valuable record of official meteorological memoranda. Especially interesting will be found the Vizagapatam notes on the cyclones during the latter part of the year. For future reference and comparison, the information given in the Appendix will be invaluable; and with the sanction of the Government of India it is my intention to embody similar remarks and statements in each annual Wreck Return. There is a lack of systematic arrangement and uniformity in the various meteorological notes given in the present report; but for the future guidance of officers making these returns, I propose drawing up a form which will embrace all the necessary heads of information required to render the records useful and practical.

32. In concluding this review, I must again publicly thank the various Marine authorities, Master Attendants, Port Officers, and the shipping firms throughout India who have courteously supplied me with most valuable information relating to the wrecks and casualties herein recorded.

R. C. CARRINGTON,
Registrar of Wrecks.

MARINE SURVEY DEPARTMENT,
Calcutta, 7th April 1879.

TABULAR STATEMENT OF THE WRECKS,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

WRECKS REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Hureepursad* ...	48½	Native Kotia ...	6th January	Kurrachee ...	Jamnuggur ...	35 tons of charcoal, rice, wheat, bajra, and ghee; value not given.
2	*Sullamutty* ...	95 $\frac{80}{100}$	Native Bagla ...	7th do. ...	Maskat ...	Bombay ...	Dates and dried fish, valued at Rs. 8,000.
3	*Curimshai* ...	38½	Native Dingy ...	26th do. ...	Ormara ...	Kurrachee ...	25 tons of wool, cuppates, dried fish, goats hair isardans, and rape seed; value not stated.
4	*Abbussee* ...	127 $\frac{53}{100}$	Arabian Bagla ...	28th do. ...	Calicut ...	Linga ...	150 tons of planks and pepper; value not given.
5	*Lafontaine* ...	920	French Barque ...	19th February	Toulon ...	Rangoon ...	885 tons of salt; value not stated.
6	*Eshwanti* ...	12	Native Muchwa ...	3rd March ...	Goa ...	Mangalore ...	General; value not stated.
7	*Sophie* ...	470	British Barque ...	6th do. ...	In Rangoon River ...		None ... ...
8	*Burkhudey* ...	97	Native Pattimar ...	15th do. ...	Alipee ...	Cochin ...	Ballast ... ...
9	*Pride of Canada* ...	942	British Ship ...	24th do. ...	Liverpool ...	Rangoon ...	Salt; value not stated
10	*Bhowanee* ...	18	Native Muchwa ...	31st do. ...	Goa ...	Bombay ...	Betel-nuts, cashew-nuts, amsole, pine-apples, plantains, mangoes, and wine; value not known.
11	*Rampursad* ...	3½	Do. ...	6th April ...	Bombay ...	Ratnagiri ...	Paddy and rice, valued at Rs. 850.
12	*Mahomedi* ...	13½	Do. ...	7th do. ...	Not known ...	Coompta ...	Not stated ...
13	*Sakree* ...	45	Goanese Gulbut ...	8th do. ...	Rewadunda in North Konkan	Diu ...	Spirits, gram, chillies, and tobacco; value not stated.

DURING THE YEAR 1878.

Whether wreck occurred at daylight or in darkness.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Darkness ...	About 1½ miles off the old Hajamra beacon, near Thora.	Sind Coast ...	Stranding. Caused by stress of weather.	None lost ...	Partially lost to the amount of Rs. 1,300.
Do. ...	On the west end of the south-west Prong, in Bombay Harbour.	Bombay Coast ...	Stranding. Caused by the tindal having anchored the Bagla too close to the Prongs.	Do. ...	Totally lost.
Daylight ...	Off Cape Monze	Sind Coast ...	Stranding. Caused by stress of weather.	Do. ...	Partially lost; amount not given.
Darkness ...	On the E.N.E. side of Coote Reef	Malabar Coast ...	Stranding. Caused by ignorance of the tindal.	Do. ...	Partially lost to the extent of Rs. 3,000.
Daylight ...	On a bank in latitude 16° 21′ N., and longitude 96° 38′ 9″ E., near Rangoon River, Gulf of Martaban.	Burma Coast ...	Stranding. Caused by the carelessness of the Master.	Do. ...	Totally lost.
Do. ...	At the mouth of Tudri Creek ...	Bombay Coast ...	Stranding. Caused by the carelessness of the tindal.	Do. ...	Partially lost to the value of Rs. 500.
Do. ...	On the Dalla side of Rangoon River.	Burma Coast ...	Foundering. Worm eaten ...	Do. ...	.....
Darkness	Off the Cochin Light-house ...	Malabar Coast ...	Stranding. Caused by the carelessness of the tindal.	Do. ...	.....
Daylight ...	In latitude 38° 40′ S., and longitude 27° 31′ E.	South Indian Ocean.	Abandoned at sea as a total wreck. Caused by heavy weather.	9 lost ...	Totally lost.
Unknown ...	On a sunken rock to the S. W. of Malwan Port.	Bombay Coast ...	Stranding. Caused by defective buoyage.	1 lost ...	Partially damaged, to what extent not known.
Darkness ...	Off Jaighur near Ratnagiri ...	Do. ...	Collision. Caused by carelessness of master.	2 lost ...	Totally lost.
Daylight ...	At the mouth of Coompta Creek	Do. ...	Stranding. Unavoidable ...	None lost ...	Not stated.
Darkness ...	Off Rewadunda	Do. ...	Foundering. Old and rotten ...	Do. ...	Partially lost to the value of Rs. 1,985.

WRECKS REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
14	*Dhanprasad* ...	8½	Native Muchwa ...	15th April ...	Dhanu ...	Bombay ...	Firewood, valued at Rs. 68.
15	*Mary Ann* ...	587½	British Barque ...	16th do. ...	Rangoon ...	Negapatam ...	700 tons of paddy and timber; value unknown.
16	*Belle Justine* ...	375	French Barque ...	23rd do. ...	Gopalpur and Ganjam.	Marseilles ...	Gingelly seeds, myrabolams, and horns; value not stated.
17	*Marie* ...	250 $\frac{25}{100}$	Do. ...	6th May ...	Laichunpore...	Tellicherry ...	4,675 bags of rice; value Rs. 32,725.
18	*Thyriacovalasupiramaniapuravy.*	40	Native Schooner ...	14th do. ...	Negapatam ...	Trincomalee ...	36 tons of rice and sundries, valued at Rs. 8,000.
19	Unknown ...	Not stated...	British Barque ...	15th do. ...	Bombay ...	Chittagong ...	Salt; value unknown
20	*Stres Vencataswerlu*	139½	Native Brig ...	21st do. ...	Pondicherry ...	Madras ...	136 tons of teak timber; value not stated.
21	*Emerald* ...	101	Do ...	24th do. ...	Vizagapatam	Negapatam ...	Coriander seed, dhal, and gram, valued at Rs. 7,000.
22	*Ganesh Prasad* ...	25	Native Padow ...	25th do. ...	Bombay ...	Ragula (Bhownugur).	Grain, sugar, rice, chillies, and wheat.
23	*Paikialetchemy* ...	150½	Native Brig ...	27th do. ...	Pamban ...	Colombo ...	Grain; value not stated
24	*Duria Dowlut* ...	99½	Native Kotia ...	15th June ...	Cochin ...	Bombay ...	Ballast ... ...
25	*Joshua* ...	702	British Barque ...	16th do. ...	Middlesbro' ...	Beypore ...	Cast-iron sleepers and sand ballast; value not reported.

DURING THE YEAR 1878—*continued.*

Whether wreck occurred at daylight or in darkness.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Darkness ...	¼ of a mile from Bunder Dhanu, near Tarapur.	Bombay Coast ...	Foundering. Sprung a leak ...	None lost ...	Totally lost.
Daylight ...	Hastings Shoal in Rangoon River	Burma Coast ...	Stranding. Caused by the carelessness of pilot.	Do. ...	Partially lost; amount unknown.
Do. ...	N. E. ¾ E., distant 1½ miles from the Master Attendant's flagstaff, Gopalpur.	Madras Coast ...	Stranding. Caused by the carelessness of the master.	Do. ...	Partially lost to the amount of Rs. 40,000.
Darkness ...	Near Meipadu Port in latitude 14° 30′ N., and longitude 80° 12′ E.	Coromandel Coast	Stranding. Caused by error in chronometers.	Do. ...	Totally lost.
Daylight ...	Kayts Harbour, Jaffna ...	Palk's Strait ...	Foundering. Caused by cyclonic gales and whirlwind.	17 lost ...	Do.
Unknown ...	Near the mouth of the Megna River.	Sunderbuns ...	Foundering. Cause unknown ...	14 lost ...	Do.
Daylight ...	Opposite the Sailors' Home, Madras.	Coromandel Coast	Stranding. Caused by stress of weather.	None lost ...	None lost.
Do. ...	At Covelong	Do. ...	Ditto. Ditto.	Do. ...	Totally lost.
Darkness ...	On a rock off Arualla Fort, Bassein Taluka.	Bombay Coast ...	Ditto. Ditto.	Do. ...	Partially lost to the amount of Rs. 2,400.
Do. ...	4½ miles from Chilaw, on the west coast of Ceylon.	Ceylon Coast ...	Ditto. Ditto.	Do. ...	None lost.
Daylight ...	Off Cannanore	Malabar Coast ...	Sprung a leak. Caused by lightning.	Do.	.....
Do. ...	¼ of a mile north of Beypore River	Do. ...	Stranding. Caused by stress of weather.	7 lost ...	Partially lost; value not reported.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
26	*Jellinghee* ...	474	British Inland Flat	25th June ...	Debroogarh ...	Calcutta ...	Jute, betel-nuts, and tobacco; value Rs. 30,000.
27	*Aromoga Sunderum*	113	Singhalese Schooner	7th July ...	Colombo ...	Tuticorin ...	Grain and cotton; value Rs. 17,800.
28	*Atlantic King* ...	990 1/100	British Barque ...	2nd August...	Cochin ...	Batavia ...	Ballast ...
29	*Madura* ...	314	Do. ...	7th do. ...	Tutcorin ...	Havre ...	380 tons coffee, oil, pepper, and cotton, valued at Rs. 2,70,000.
30	*Furness Abbey* ...	1,188	British Ship ...	27th do. ...	Mauritius ...	Rangoon ...	Ballast ...
31	*Chandraban* ...	3	Native Hodi ...	12th September	Woottun ...	Bandora ...	Vegetables, valued at Rs. 42.
32	*Rooparel* ...	8 3/4	Native Padow ...	16th do. ...	Bombay ...	Jaffrabad ...	Jowari, kercsine oil, and betel-nuts; value not given.
33	*Salamati* ...	13 3/4	Do. ...	16th do. ...	Do. ...	Do ...	Jowari, chillies, ghee, and betel-nuts; value not given.
34	*Dariadowlut* ...	20	Native Perow ...	17th do. ...	Karanja ...	Surat ...	10 tons paddy, valued at Rs. 2,400.
35	*Seedee Horee* ...	Not given ...	Maldivian Craft ...	25th do. ...	Maldive Islands	Calcutta ...	Unknown ...
36	*Ocean Belle* ...	550	British Barque ...	26th do. ...	Rangoon ...	Chittagong ...	Earth oil, planks, and cutch; value not known.
37	*Queen Anne* ...	1,738	British Steamer ...	26th do. ...	Calcutta ...	London ...	2,400 tons of general cargo, valued at Rs. 8,21,812.

DURING THE YEAR 1878—*continued.*

Whether wreck occurred at daylight or in darkness.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	A little below Melancholy Point	Hooghly River...	Collision. Caused by the carelessness of the master of the *Madras*, tug steamer.	None lost ...	Partially lost; value of portion recovered not given.
Darkness ...	In latitude 8° 2′ N., and longitude 78° 51′ E.	Gulf of Manár ...	Foundering. Caused by collision	Do. ...	Totally lost.
Daylight ...	Alongside the wall of the Naval Yard at Trincomalee.	Ceylon Coast ...	Foundering. Unavoidable ...	Do. ...	.....
Do. ...	In latitude 7° 3′ N., and longitude 83° 20′ E., off the east coast of Ceylon.	Do. ...	Foundering. Unseaworthy ...	Do. ...	Totally lost.
Do. ...	3 miles off shore, and 6 miles east of Tangalle.	Southern Ceylon	Foundering. Caused by the carelessness of the master.	Do. ...	.....
Do. ...	At the mouth of Bandora Creek	Bombay Coast ...	Foundering. Caused by stress of weather.	Do. ...	Totally lost.
Not stated ...	On a rock 3 miles from Satpati Creek.	Do. ...	Stranding. Caused by stress of weather.	Do. ...	Partially lost to the extent of Rs. 700.
Do. ...	Western side of the village of Mathana, Tarapur Taluka, Tanna District.	Do. ...	Stranding. Stress of weather ...	Do. ...	Partially lost to the value of Rs. 950.
Darkness ...	On the Surat Bar, about 1 mile off shore.	Gulf of Cambay	Stranding. Caused by stress of weather.	Do. ...	Totally lost.
Daylight ...	In latitude 18° 1′ N., and longitude 91° 27′ E.	Bay of Bengal ...	Foundering. Caused by stress of weather,	Do. ...	Do.
Do. ...	On the Patunga Sand at the entrance of the Kornafuli River.	Chittagong Coast	Stranding. Caused by the carelessness of the pilot.	Do. ...	Partially damaged, to what extent not known.
Do. ...	On the Fulta Sand ...	Hooghly River...	Stranding. Carelessness of pilot	6 lost ...	Totally lost.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
38	*Lucky Belas* ...	187	Native Brig ...	6th October	Cocanada ...	Rangoon ...	120 tons tobacco, valued at Rs. 25,000.
39	*Alley Madutt* ...	77	Native Pattimar ...	15th do. ...	Bombay ...	Calicut ...	88 tons of salt; value not reported.
40	*Dowlut Persad* ...	41¾	Native Battala ...	25th do. ...	Kutch Mándvi	Bombay ...	Oil-seeds and garlic; value not stated.
41	*Autheletchmy* ...	110$\frac{100}{150}$	Native Dhoney ...	28th do. ...	Porto Novo ...	Colombo ...	Animal bones, valued at Rs. 750.
42	*Jhanjanea* ...	41½	Native Padow ...	3rd November	Keti ...	Kutch Mándvi ...	28 tons firewood, valued at Rs. 140.
43	*Lady Rawlinson* ...	Not stated...	British Ship ...	do. ...	False Point ...	Colombo	No further
44	*Olive Branch* ...	431	British Barque ...	5th do. ...	Cocanada ...	Marseilles ...	350 tons gingelly seed, valued at Rs. 56,250.
45	*Faizal Curreem* ...	110·6	Native Brig ...	5th do. ...	Naraingunge...	Chittagong ...	450 bales of jute, valued at Rs. 9,900.
46	*Cambodge* ...	407	French Barque ...	5th do. ...	Pondicherry(?)	Marseilles ...	450 tons gingelly seeds, valued at £6,000
47	*Fifeshire* ...	699	British Barque ...	5th do. ...	Bimlipatam ...	Do. ...	900 tons gingelly seeds, valued at £12,000.
48	*Futtey Rehman* ...	179$\frac{25}{100}$	Arabian Bagla ...	7th do. ...	Soore ...	Bombay ...	500 candies limestone, dates, and figs, valued at Rs. 3,000.
49	*Yau Nine* ...	44	Burmese Katto ...	18th do. ...	Tavoy ...	Rangoon ...	Dunnee leaves; value Rs. 1,510.

DURING THE YEAR 1878—*continued.*

Whether wreck occurred at daylight or in darkness.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Not reported...	Off the town in Rangoon River ...	Burma Coast ...	Fire. Caused by spontaneous combustion.	None lost ...	Partially lost.
Daylight ...	Calicut Light-house bearing S.E. by E., and the outer end of pier at Calicut N.N.E.	Malabar Coast ...	Stranding. Caused by the carelessness of the master.	Do. ...	Partially lost to the amount of Rs. 1,000.
Darkness ...	At sea in 27 fathoms of water ...	Gulf of Cambay	Foundering. Caused by stress of weather.	6 lost ...	Totally lost.
Do. ...	On the south side of the Port of Isakapalli?	Coromandel Coast	Stranding. Caused by stress of weather.	None lost ...	Do.
Do. ...	At Colur-ka-Chur, about 2 miles from Ghabbar-ka-Baree.	Sind Coast ...	Foundering. Caused by the current.	Do. ...	Do.
information	received	Bay of Bengal ...	The owners report that they have received no news of her since she left False Point. The vessel probably foundered during the cyclone.	No information	received.
Daylight ...	On the shore near the northern boundary pillar off the Port of Bimlipatam.	Madras Coast ...	Stranding. Caused by a cyclone	4 lost ...	Only 1,000 bags saved.
Do. ...	On Bhadoos Chur	Sunderbuns ...	Stranding. Unavoidable ...	None lost ...	Totally lost.
Do. ...	S. S. W. of Vizagapatam flagstaff	Madras Coast ...	Stranding. Caused by a cyclone	12 lost ...	Do.
Do. ...	On the Black Rocks, Vizagapatam	Do. ...	Ditto. Ditto ...	11 lost ...	Do.
Not known ...	20 miles from Pur Bunder ...	Kattywar Coast	Foundering. Caused by stress of weather.	None lost ...	Do.
Not stated ...	On the eastern sands at the entrance to Rangoon River, Gulf of Martaban.	Burma Coast ...	Stranding. Caused by the carelessness of the master.	Do. ...	Do.

WRECKS REPORTED IN INDIAN WATERS.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
50	*Luxumee* ...	12½	Native Mahagiri ...	22nd November	Nagotna ...	Bombay ...	Fuel, valued at Rs. 50
51	*Yeshwanti* (?) ...	4	Native Muchwa ...	24th do. ...	Hurney ...	Do. ...	Gallnuts and copper; value not known.
52	*Bhugwanti* ...	10½	Do. ...	29th do. ...	Bombay ...	Autora ...	Chunam, valued at Rs. 60.
53	*Coromandel* ...	1,784 $\frac{99}{100}$	French Steamer ...	7th December	Cocanada ...	Marseilles ...	9,000 bags gingelly seeds; value not reported.
54	*Quatre Sœurs* ...	580	French Barque ...	7th do. ...	Do. ...	Balasore ...	Ballast ...
55	*Sacry* ...	45	Native Galveta ...	8th do. ...	Bombay ...	Mallipooram ...	40 tons salt, valued at Rs. 4,500.
56	*Eshwanti* ...	26	Native Mahagiri ...	22nd do. ...	Coompta ...	Bombay ...	24 tons betel-nuts, cardamoms, and cotton, valued at Rs. 4,000.
57	*Vortigern* ...	876	British Steam Ship	29th do. ...	Liverpool ...	Suez ...	Coals, rifles, gunpowder, wines, provisions, &c.; value not stated.
58	*Tha Yah* ...	40 $\frac{3}{100}$	Burmese Kattoo ...	31st do. ...	Rangoon ...	Tavoy ...	Jaggery, kerosine oil, crockery-ware, bottles, &c., valued at Rs. 1,383.
59	*Bhowanee* ...	4½	Native Craft ...	31st do. ...	Rajawada ...	Bombay ...	7 tons shells for making chunam, valued at Rs. 50.

DURING THE YEAR 1878—*concluded.*

Whether wreck occurred at daylight or in darkness.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	On a rock near the village of Jamboal Thannah, Nagotna Creek.	Bombay Coast ...	Stranding. Caused by the carelessness of the tindal.	None lost ...	Partially lost.
Darkness ...	Between the Karanja Hill and the Inner Light-ship, Bombay Harbour.	Do. ...	Collision. Caused by the carelessness of the tindal.	18 lost ...	Totally lost.
Do. ...	On a rock near Waredi in the Autora Creek.	Do. ...	Stranding. Caused by the carelessness of the tindal.	None lost ...	Do.
Do. ...	2 miles E. by N. of Wattara House.	Madras Coast ...	Stranding. Caused by cyclone.	Do. ...	About 2,000 bags damaged; value unknown.
Daylight ...	7 miles S. W. of Wattara House.	Do. ...	Ditto. Ditto ...	7 lost ...	.....
Do. ...	2 miles south of the Coote Reef, Calicut Light-house bearing N. E.	Malabar Coast ...	Stranding. Caused by the carelessness of master.	None lost ...	Totally lost.
Darkness ...	Within the limits of the port of Coompta.	Bombay Coast ...	Foundering. Vessel old and leaky.	Do. ...	Do.
Do. ...	On the sandy spit off Rás Alúleh, 31 miles west of Cape Guardafui.	North-East coast of Africa.	Stranding. Caused by the carelessness of the master.	Do. ...	Do.
Do. ...	On a rock to the north of Quoin Island, lying between the Northern and Middle Moscos.	Burma Coast ...	Stranding. Caused by stress of weather.	Do. ...	Do.
Do. ...	On a rock at the mouth of the Ratnagiri Creek off the village of Rajawada.	Bombay Coast ...	Stranding. Caused by the carelessness of the tindal.	1 lost ...	Do.

NOTES ACCOMPANYING THE WRECK STATEMENT.

1. The Native kotia HUREEPURSAD [of 48¼ tons register, belonging to Kutch, official number 2,574, wooden, 19 years old, class unknown], left Kurrachee bound to Jamnuggur with about 35 tons of charcoal, rice, wheat, bajra, and ghee. At 12 P. M. of the 6th January, when about 1½ miles off the old Hajamra beacon near Thora, on the Sind Coast, the vessel, owing to the severity of the weather, was drifted into shallow water, and became a total wreck. Assistance was rendered by the pilot establishment, and a portion of the cargo with some gear was saved. The total value of the vessel was estimated at Rs. 2,000, and the loss of cargo at Rs. 1,300. She carried a crew of 9 men, who were saved by the vessel's boat.

2. The Native bagla SULLAMUTTY [of Bombay, 95 $\frac{50}{100}$ tons register, official number 11, wooden, age 11 years, class not stated], with a cargo of dates and dried fish from Maskat to Bombay, stranded at 4 A. M. of the 7th January on the west end of the S. W. Prong in Bombay Harbour. The tindal stated that three days after leaving Maskat he experienced very bad weather from the S. E., causing the vessel to spring a leak. By active exertion the crew kept her afloat until midnight of the 6th January, when she anchored close to the Prongs in three fathoms of water; but at 4 A. M. she struck the reef and broke her back. The loss of the vessel is estimated at Rs. 3,500, and that of the cargo Rs. 8,000. The crew (16 men) and 3 passengers were saved in the ship's boat and landed on the S. W. Prong.

3. The Native dhingy CURIMSHAI [of Kurrachee, 38½ tons register, official number and class unknown, wooden, 15 years old], on her voyage from Ormara with a cargo of 25 tons of wool, cuppats, dried fish, goats'-hair isardans, and rape seed, bound to Kurrachee, stranded at noon of the 26th January off Cape Monze, on the Sind Coast. The vessel, after being drifted into shallow water by the violence of the storm, parted her anchors and broke in two. She finally became a total wreck: the cargo was partially lost, amount not stated. Carried a crew of 13 men and 4 passengers, who were all saved in the vessel's boat.

4. The Arabian bagla ABBUSSEE [of 127 $\frac{53}{100}$ tons register, belonging to Linga, wooden, age 11 years, official number not stated, no class], from Calicut to Linga with a cargo of about 150 tons of planks and pepper. It appears that the vessel was anchored about ¼ of a mile to the N. N. E. of the Coote Reef, Malabar Coast, and on getting under weigh at 5-30 A. M. of the 28th January, a heavy swell rolling in from the westward and a current from the northward drifted her on the E. N. E. side of the reef. Two anchors were let go, but a little too late, as the vessel immediately afterwards struck and became a total wreck. The value of the vessel is stated to be Rs. 7,000: the cargo was partially lost; estimated value Rs. 3,000. The crew, 23 men, were saved in boats.

5. The French wooden barque LAFONTAINE [of Havre, 920 tons register, age 10 years, classed Veritas 1st class, official number not given], from Toulon with about 885 tons of salt to Rangoon, stranded on a bank at 4 P. M. on the 19th February in latitude 16° 21′ N., and longitude 96° 38′ 9″ E., near Rangoon River, Gulf of Martaban. The steamer *Ajax* and some cargo boats, and about 130 coolies, were, on receipt of the news of the disaster, sent to save the cargo, and to render any other assistance that might be possible; but the vessel became a total wreck and lost all her cargo. She was valued at 170,000 francs. The crew, 19 men, were rescued by the ship's boats. This catastrophe was caused by the master not anchoring his vessel, as also owing to his ignorance of the tide.

6. The Native muchwa ESHWANTI [of 12 tons register, belonging to Malwan, age unknown, official number 1898, wooden, no class], on her passage from Goa with a general cargo bound to Mangalore, and having on board a crew of 6 men and 2 passengers, stranded at 2 P. M. of the 3rd March at the mouth of Tudri Creek on the Bombay Coast. The tindal, it appears, did not know his way in, and should have obtained a pilot, especially as there was very rough weather at the time. Help was afforded by the fishermen to save the cargo.

The vessel was totally lost; valued at Rs. 75 (?). Cargo was lost to the extent of Rs. 500. The crew were saved in a toney.

7. The British wooden barque SOPHIE [of Plymouth, 470 tons register, 13 years old, official number 48979, classed A1 at Lloyds for 14 years], foundered at 7 A. M. of the 6th March on the Dalla side of Rangoon River. The vessel had been repaired on a gridiron, but not sheathed, owing to non-settlement of accounts. Whilst being detained, the worms did considerable damage; she was removed from the gridiron into the stream, where she shortly afterwards foundered. No measures could be adopted to prevent the foundering, as there was no officer in charge, and the vessel was removed contrary to the rules of the port. She had on board a crew of 12 men. No loss of life.

8. The Native pattimar BURKHUDEY [of 97 tons register, belonging to Bombay, age 4 years, no official number or class], from Alipee on the 14th March with ballast bound for Cochin. On the 15th March, at 9 A. M., she ran aground off the Cochin Light-house, Malabar Coast, and became a total wreck. The night was clear, and there being a moderate breeze from the northward, the vessel was heading E. N. E.; and after she had passed the ships at anchor, instead of going about she stood on into 4 fathoms of water. Help was afforded by the Master Attendant, as also the tindals of the light-house and anchor boats. The loss is estimated at Rs. 15,000. The vessel was wrecked through want of due care on the part of the tindal. Crew of 18 men. No loss of life.

9. The British iron ship PRIDE OF CANADA [of Glasgow, 942 tons register, official number 33394, 23 years old, class not stated], from Liverpool, salt laden, bound for Rangoon, and had a crew of 25 men. At 3 P. M. on the 24th March the ship, when in latitude 38° 40′ S., and longitude 27° 31′ E., South Indian Ocean, hove to in a heavy gale, and being struck by a tremendous sea, the bowsprit and foremast were carried away, the boats all smashed to pieces, and the vessel was finally abandoned as a total wreck. Of the crew, the master and 8 hands were drowned; the remaining 16 were saved in the barque *Europa's* boats. The cargo was totally lost. [Does not appear in the wreck chart, being out of its limits.]

10. The Native muchwa BHOWANEE [of Alibag, 18 tons register, official number 2051, wooden, age and class not reported], on her passage from Goa to Bombay with a cargo of betel-nuts, cashew-nuts, amsole, pineapples, plantains, mangoes, and wine, stranded on the 31st March on a sunken rock to the S. W. of Malwan Port. The cargo was partially damaged, to what extent is not known. This wreck is said to have been caused by there being no buoy to mark the rock and to enable vessels to steer safely round it. The crew of 11 men and 29 passengers were saved by the Malwan Boat Establishment, and one life was lost.

11. The Native muchwa RAMPURSAD [of Ratnagiri, 3¾ tons register, official number 9306, age 13 years, class not stated], left Bombay with a cargo of paddy and rice bound to Ratnagiri. At 2 A. M. of the 6th April, whilst off Jaighur, near Ratnagiri on the Bombay Coast, she struck the steamer *Nagotna* on the fore part of paddle-box, which caused the muchwa's stem to open out, and she sank immediately. The vessel and cargo were totally lost. Value of vessel Rs. 500, and the cargo Rs. 850. Had on board a crew of 5 men and 11 passengers; of the latter, a woman and child were lost, the remainder were saved in boats belonging to the steamer *Nagotna*. [A Court of Enquiry was held at Bombay on the 26th April to enquire into this collision, and the conclusion arrived at by the Court was that neither the Nacoda nor the people belonging to the *Nagotna* were in any way to blame, but that the accident was caused by the carelessness of the tindal and men of the *Rampursad*, in not keeping a better look-out and a good light burning when proceeding down the coast during a dark night.]

12. The Native muchwa MAHOMEDI [of Vingorla, 13¾ tons register, wooden, lateen-rigged, official number 1505, age unknown], bound for Coompta. At noon of the 7th April she stranded on the bar at the mouth of the Coompta Creek, Bombay Coast, and finally became a wreck. The tindal and some fishermen tried their utmost to save her by driving her into the channel where the water was high, but in vain. The stranding was reported as "unavoidable." She was old and unseaworthy. Crew of 5 men. No lives lost.

13. The Goanese wooden gulbut SAKREE [of 45 tons register, official number, age, and class not given], from Rewadunda in the North Konkan to Diu with a cargo of spirits, gram, chillies, and tobacco. At about 2 A. M. on the 8th April, when off Rewadunda, on the Bombay Coast, a leak was discovered, but it was not found out for some time, as the hold was filled with Nagli seeds; and the leak increasing, she finally foundered. The craft was very old and cranky. The cargo was partially lost to the value of Rs. 1,985. Crew of 8 men. No loss of life.

14. The Native muchwa DHANPRASAD [belonging to Damaun, 8½ tons register, official number 95, age and class not given], left Dhanu for Bombay on the 15th April with a cargo of firewood. The craft at 10 P. M. of the same day sprung a leak about a quarter of a mile from Bunder Dhanu, near Tarapur, on the Bombay Coast, which caused her to fill rapidly; she ultimately foundered, and lost her cargo, which was valued at Rs. 68. The crew, 7 men, were saved by swimming.

15. The British wooden barque MARY ANN [of Rangoon, 587½ tons register, official number 30976, 62 years old, no class], was bound to Negapatam with a cargo of 700 tons of paddy and timber from Rangoon. The vessel, whilst proceeding down the Rangoon River at 6-30 A. M. on the 16th April, stranded on the Hastings Shoal, owing to the incompetency and carelessness of the pilot in charge, and became a total wreck. The vessel was valued at Rs. 28,000: the cargo was partially lost; value unknown. The crew (34 men) and 11 passengers were saved in boats.

16. The French wooden barque BELLE JUSTINE [of France, 375 tons register, official number 1621, 16 years old, classed at French Veritas 3/3 L.I.I. for 2 years from 1876], from Gopalpur and Ganjam, with a cargo of 512 tons of gingelly seeds, myrabolams, and a few horns, bound for Marseilles. On the 23rd April at 2 P. M. she stranded N. E. ¾ E., distant 1½ miles from the Master Attendant's flagstaff at Gopalpur, Madras Coast, and became a total wreck. The crew, 13 men, including the master, were saved in surf boats. It appears that the vessel having canted in-shore on getting under weigh would not wear round to seaward, and the master, instead of dropping the anchor, allowed her to drift dangerously near the beach. The anchor was let go, and all sails being set the vessel was canted a second time, but before she could gather headway her heel struck, the rudder became useless, and she drifted harder and higher on to the beach. The loss of the vessel is estimated at Rs. 35,000; the cargo was partially lost to the extent of Rs. 40,000. The calamity may be attributed to want of judgment, perhaps owing to nervous anxiety in not having warped the vessel out of her dangerous position, instead of slipping the chain and setting sail when so near the beach.

17. The French wooden barque MARIE [of Nantes, $250\frac{38}{100}$ tons register, official number 1401, age 11 years, classed Veritas 3/3 L.I.I. at Paris], left Laichunpore, near Balasore, on the 10th April with a cargo of 4,675 bags of rice bound to Tellicherry. On the 6th May at 9-30 P.M. she stranded near the Meipadu Port in latitude 14° 30′ N., and longitude 80° 12′ E., Coromandel Coast, owing to error in chronometers and strong and variable currents. The vessel in a very short time became a total wreck; the loss is estimated at about 112,000 francs, and the cargo at Rs. 32,725. Crew of 11 men; all saved by getting ashore in ship's boats. [A Court of Enquiry was held at Paris, and the "Commission Supérieure des Naufrages" attributes the loss of the vessel "to a serious error regarding the position of the ship from a change in the chronometer's train." The master's certificate was returned to him.]

18. The Native schooner THYRIACOVALASUPIRAMANIAPURAVY [of Jaffna, 40 tons register, official number 69779, age 2½ years, no class], left Negapatam, and after calling at Point Pedro sailed for Trincomalee on the 13th May with a cargo of 36 tons of rice and sundries. About 12 A. M. on the 14th May, whilst in latitude 9° 8′ N., and longitude 80° 59′ 15″ E., she encountered cyclonic gales and whirlwinds, and on putting into Kayts Harbour, Jaffna, was capsized and immediately foundered. The vessel and cargo were totally lost. She was valued at Rs. 5,000, and her cargo at Rs. 8,000. Carried a crew of 8 men and 19 passengers, of whom 17 were unfortunately drowned; the remainder were saved by the help of planks, &c.

19. A British barque (name unknown) [tonnage, official number, age, and class not known], with a cargo of salt from Bombay to Chittagong, is reported

to have foundered about the 15th May near the mouth of the River Megna in the Sunderbuns.

From the evidence of two of the surviving lascars, Ibrahim and Moussa, natives of Maldive Islands, it would appear that they, with six others, were saved on some floating spars of the wrecked vessel; the two above-named men made for the shore, and eventually arrived at Chittagong, where they reported themselves to the Port Officer. Searching investigations were made by the Port Officers of Chittagong and Calcutta, and enquiries instituted at Bombay, with no satisfactory results, but it may be inferred that a vessel of some description was lost in that neighbourhood. Twenty-two men are reported to have been on board.

20. The Native wooden brig STREE VENCATASWERLU [of 139½ tons register, official number and class not stated, age 21 years], left Pondicherry for Madras with a cargo of 136 tons of teak timber. At 10-30 A. M. of the 21st May she parted her anchors during a heavy squall and stranded opposite the Sailors' Home, Madras, Coromandel Coast; and ultimately became a total wreck. No cargo lost. The crew (23 in number) were all saved in boats.

21. The Native wooden brig EMERALD [of Negapatam, 101 tons register, lateen-rigged, official number 3, age about 35 years, classed at Coringa in 1877], bound to Negapatam with a cargo of coriander seed, dhal, and gram, from Nizampatnam, and had on board 13 hands. It appears that on the 24th of May at 10-15 A. M., whilst at anchor at Covelong taking in water she parted her cables and was driven ashore during a squall. She became a total wreck. The estimated value of the vessel was Rs. 8,000, and cargo Rs. 7,000. The crew were all saved in catamarans.

22. The Native padow GANESH PRASAD [of Bhownuggur, 25 tons register, official number, age, and class not reported], sailed from Bombay to Ragula (Bhownuggur) with a cargo of grain, sugar, rice, chillies, and wheat. During a heavy storm at 2 A. M. on the 25th May, she was dashed to pieces on a rock off Arualla Fort, Bassein Taluka, on the Bombay Coast. The vessel became a total wreck; value not known. The cargo was partially lost to the amount of Rs. 2,400. The crew, 6 in number, were saved by means of a canoe.

23. The Native wooden brig PAIKIALETCHEMY [of Negapatam, 150½ tons register, no official number, age 4 years, not classed], on her passage from Pamban with a cargo of grain bound to Colombo, stranded at 12 P. M. of the 27th of May, 4½ miles from Chilaw, on the west coast of Ceylon. The vessel, owing to very heavy weather, lost both her masts, dragged her anchors, went ashore, and became a total wreck. Value of vessel Rs. 25,000. Crew of 16 hands. No cargo lost. No lives lost.

24. The Native kotia DURIA DOWLUT [of Kurrachee, 99½ tons register, official number 107, age 15 years, class not given], whilst sailing from Cochin to Bombay, was struck by lightning at 1 P. M. on the 15th June off Cannanore, on the Malabar Coast. The vessel subsequently made water very fast, but as there were no means on board to pump it out, she was almost filled with water before she could reach Tallai, near Tellicherry, and she thus became a total wreck. Estimated loss, Rs. 3,000. The vessel was in ballast. Crew of 11 hands. No loss of life.

25. The British wooden barque JOSHUA [of Liverpool, 702 tons register, official number 24,904, age 27 years, classed A1 at Milford Haven], from Middlesbro' bound for Beypore with a cargo of cast-iron sleepers and sand-ballast. On the 16th of June at 3. P. M., whilst lying at anchor in the Beypore Roads, she parted from her cable owing to a terrific W. S. W. squall, and the sea was at times breaking completely over her. A second anchor was immediately let go, but the vessel parted again at 5-30 P. M. The sails were set to work her off the coast, but as she had drifted into the surf she became unmanageable, and shortly afterwards grounded about three-quarters of a mile to the north of Beypore River, Malabar Coast, and rapidly broke up. Strenuous efforts had been made to save her, but all proved fruitless. The *Joshua* no sooner grounded than the heavy breakers turned her over, and she was split in two. Total loss; value of vessel Rs. 60,000. Portion of the cargo was lost, but its value was not reported. The vessel was finally sold for the sum of Rs. 2,000. Of the crew, 7 men, whilst endeavouring to effect their escape in a boat, were drowned; the remaining 11 hands were saved on pieces of the wreck.

[A special Court of Enquiry assembled at Calicut to enquire into the circumstances that led to the loss of this vessel, and after a formal investigation, it arrived at the conclusion that there were no grounds for charging (under section 9 of Act IV of 1875) any of the officers of the ship with incompetency or misconduct, as they did all that could be expected of skilful and experienced seamen under the trying circumstances in which they had been placed. The master and officers were honourably acquitted.]

26. The British iron flat JELLINGHEE [of Calcutta, belonging to the India General Steam Navigation Company, 474 tons register, no official number and class, age 17 years], from Debrooghur bound to Calcutta with a cargo of jute, betel-nuts, and tobacco, valued at Rs. 30,000. At 5-30 A. M. of the 25th June, when near Melancholy Point, River Hooghly, the flat, being towed by the steamer *Madras*, came into collision with the Peninsular and Oriental Company's steamer *Peshawur*, and soon afterwards sank. It appears from the report of the Captain of the *Peshawur* that the alteration of the helm of the steamer *Madras* was so sudden and unexpected, and the vessels were so close when this alteration took place, that nothing more could have been done than was done by the pilot on board the *Peshawur* to prevent a collision; it was further reported that the steamer *Madras* "did not appear to make any attempt to avoid a collision," whilst the master of the *Madras* reported that the collision might have been avoided "if the *Peshawur* had stopped her engines sooner." The *Jellinghee* was totally lost. The cargo was partially recovered, but damaged. There were 22 hands on board. No loss of life. [A Court of Enquiry was held at Calcutta on the 29th October to enquire into the circumstances connected with the above collision, when it was proved that the master of the *Madras* was entirely to blame in the matter. Mr. Lindquist, the pilot on board the *Peshawur*, was held wholly blameless, as, under the circumstances, he could not have done anything to avoid a collision.]

27. The Singhalese schooner AROMOGA SUNDERUM [of 113 tons register, no official number, age 1 year, class not stated], was bound from Colombo to Tuticorin with a cargo of grain and cotton goods. At 1-30 A. M. on the 7th July, when shifting her course (whilst in latitude 8° 2′ N., and longitude 78° 51′ E., Gulf of Manár) so as to cross the bows of the steamer *Chanda*, she was struck within a few feet of the stern, and eventually sank. The steamer was built at Cochin quite recently, and cost Rs. 25,000. The cargo was totally lost; estimated value Rs. 17,800. Had on board a crew of 15 hands and 51 passengers, who were all saved in boats belonging to the S. S. *Chanda*.

28. The British wooden barque ATLANTIC KING [of London, $990\frac{1}{100}$ tons register, official number 38734, age 11 years, classed A1 at Lloyds], from Cochin to Batavia in ballast. At 4-30 P. M. on the 2nd August, when in the act of heaving down alongside the wall of the naval yard at Trincomalee, she filled with water and sank. Her value was estimated at Rs. 50,000. A survey was made, and it was considered that it was not worth the expense of repairing her, as she was old, rotten, and unseaworthy. Crew of 22 hands. No lives lost.

29. The British wooden barque MADURA [of Bristol, 314 tons register, official number 44120, 16 years old, class not reported], left Tuticorin with a crew of 9 hands and a cargo of 380 tons coffee, oil, pepper, and cotton for Havre, calling at Colombo. Shortly after sailing, she encountered very rough weather, and on the 2nd August, in a heavy squall, her yard was carried away, and the end of the bowsprit was sprung, but secured. The vessel being an old one, with a heavy cargo on board, was not strong enough to stand the effects of so severe a gale, and the water began to gain on the pumps. Subsequently, the hatchways were opened and attempts were made to throw a portion of the cargo overboard, but without success, owing to the foul air in the hold. The master and crew worked hard continually night and day until the pumps became choked with coffee and pepper and could be worked no longer. At 11 A. M. on the 7th August she became unmanageable, and there being ten feet of water in the hold, the master and crew took to the longboat, and the vessel shortly afterwards foundered when in latitude 7° 3′ N., and longitude 83° 20′ E., off the east coast of Ceylon. The men for five days and nights were tossed about; but on the night of the 11th August they safely came ashore near Dutch Bay, Trincomalee. The cargo, valued at Rs. 2,70,000, was totally lost. [It is

stated that when the crew went on board this vessel they complained of her unseaworthiness, but the master assured them she would right herself when out at sea!]

30. The British iron ship FURNESS ABBEY [of Liverpool, 1,188 tons register, official number 48788, classed at Lloyds A1 for 20 years, age 14 years], from Mauritius with ballast bound for Rangoon. It appears that she called at Point de Galle, and when leaving, a storm overtook her, and before clearing the harbour she struck several times on the Mata-mata rocks. When at sea it was discovered that she was in a leaky state; and the pumps being of no use, she was abandoned by the crew and she subsequently foundered on the 27th August 3 miles off shore and 6 miles east of Tangalle in 11 fathoms of water. The crew, 27 hands, including the master, landed safely at Tangalle. The ship appears to have been abandoned without sufficient efforts being made to get her to a place of safety, and without any effort to save her chronometers or gear. [The master and chief officer were brought to trial before a Court of Enquiry, which was convoked at Tangalle; and after having duly weighed the evidence, the Court was of opinion that the ship was lost from two indefensible causes, *viz.*, the pumps not having been kept in proper order, and the confusion or want of discipline attributable to drunkenness on the part of two of the ship's principal officers, and found it necessary that the sentence should be an exemplary one, which was:—

"That the certificate of the master and chief officer be respectively suspended for the term of two years."]

31. The Native hodi CHANDRABAN [of Ráee in North Konkan, 3 tons register, official number 1082, lateen-rigged, age 6 years, classed at Woottun], on her voyage from Woottun to Bandora with a cargo of vegetables valued at Rs. 42, capsized at 5 P. M. of the 12th September at the mouth of Bandora Creek on the Bombay Coast, caused by carrying too much sail in rough weather. The vessel and cargo were totally lost. The crew, 4 hands, and 3 passengers, were saved by swimming to the shore.

32. The Native padow ROOPAREL [8¾ tons register, official number 163, age and class not stated], left Bombay with a cargo of jowari, kerosine oil, and betel-nuts for Jaffrabad. On the 16th September, in consequence of very rough weather, the vessel was driven on to a rock about 3 miles from the Satpati Creek on the Bombay Coast and went to pieces. The loss of the vessel was valued at Rs. 300, and the cargo was partially lost to the extent of Rs. 700. Crew of 5 hands and 6 passengers were all saved in boats sent from Satpati bunder.

33. The Native padow SALAMATI [13¾ tons register, official number unknown, class and age not stated, wooden], was bound from Bombay to Jaffrabad (Kattywar) with a cargo of jowari, chillies, ghee, and betel-nuts; value not stated. On the 16th September, the vessel, during a heavy northerly storm, was driven on to a rock situated on the western side of the village of Mathana in the Tarapur Taluka of the Tanna District on the Bombay Coast and became a total wreck. The estimated loss was—vessel Rs. 450, cargo Rs. 950. The crew, 6 in number, were all saved.

34. The Native perow DARIADOWLUT [of Surat, 20 tons register, official number 1053, class and age not reported], left Karanja with a cargo of 10 tons paddy bound to Surat. About 10 P. M. of the 17th September, when on the Surat Bar about a mile off shore (Gulf of Cambay), she grounded, caused by strong winds and heavy sea, and rapidly filled with water; she finally went to pieces. The total loss, value of vessel, Rs. 1,400; cargo Rs. 2,400. Crew of 8 hands. No loss of life.

35. The Maldive craft SEEDEE HOREE [tonnage, age, class, and official number not known], from the Maldive Islands bound for Calcutta. It appears that at 6-30 A. M. on the 25th September the British India Steam Navigation Company's screw steamer *Mecca*, whilst on her passage to Calcutta, sighted the vessel shewing signals of distress in latitude 18° 1′ N., and longitude 91° 27′ E., Bay of Bengal. The steamer made for the craft; and when the chief officer boarded her, it was found that she had lost all her masts, sails, anchors, and cables in consequence of her having experienced very heavy weather. The craft was in such a leaky condition that the crew had to keep baling out the water continually, and it was found necessary to throw overboard the whole of

the cargo. Efforts were being made to take her into port for safety, but as all her seams had opened out, they were useless. The craft was abandoned, after having been scuttled and set fire to; her value was estimated at Rs. 2,000. The crew, 32 men, were taken on board the S. S. *Mecca* and safely landed in Calcutta.

36 The British wooden barque OCEAN BELLE [of Salcombe, 550 tons register, official number 47272, re-classed A1 for 6½ years, 14 years old], from Rangoon with a cargo of earth-oil, planks, and cutch to Chittagong. On the 26th September at 10-30. A. M. she arrived and anchored on the Patunga side of the Kornafuli (Chittagong) River, but at half flood was drifted by the tide on to the sandbank and became a total wreck. The cause of the disaster was want of judgment on the part of the pilot. The cargo was partly damaged, to what extent not known. Crew of 15 men. No lives lost. [The master was tried by a Court of Enquiry which was convened at Chittagong on the 26th of October under section 5 of Act IV of 1875, and the judgment of which was that the offence was not sufficiently serious to warrant the suspension of his certificate, and he was accordingly reprimanded and discharged. The pilot, who was much to blame, was found guilty of want of judgment and was suspended for a period of three months.]

37. The British iron steamer QUEEN ANNE [of Glasgow, 1738 tons register, belonging to the Queen's Steam-ship Company (Limited), official number 68093, 4 years old, classed A 100 at Lloyds], left Calcutta heavily laden with 2,400 tons general cargo, valued at Rs. 8,21,812, for London. The vessel left the port on the 25th September in charge of Mr. Master Pilot G. J. Smart and anchored at Fisherman's Point, Hooghly River. On the following morning steam was up, all ready to leave with the flood tide, but as the steamer swung to the tide, which came in with great force, her anchor suddenly commenced to drag, and she was swept into the channel; but before she could be brought up, she took the ground on the Fulta Sand, swung round on it broadside, and capsized in about two minutes, and all hands were in the water. The vessel and cargo were totally lost. She had on board 2 passengers and a crew of 78 hands: 6 were drowned, and the remainder saved by getting on the vessel's bottom, and were picked up by the boats of the steam-tug *Columbus* that was fortunately passing at the time. [A Court of Enquiry assembled under section 18 of Act XII of 1859, and after having carefully considered the evidence in this case, found that the loss of the *Queen Anne* resulted through ignorance, negligence, and unskilfulness of her pilot. The Court therefore sentenced him to be dismissed the service. The Government of Bengal, having regard to the fact that only in November last Mr. Smart was reduced to half pay for a period of six months for unskilfulness in the management of the steamer *Vixen*, which resulted in that vessel colliding with the *Duke of Buccleuch*, confirmed the sentence and directed that he be dismissed the service.]

38. The Native wooden brig LUCKY BELAS [of Madras, 187 tons register, no official number and class, age 20 years], from Cocanada to Rangoon with a cargo of 120 tons tobacco. On the 6th October, when at anchor off the town in Rangoon River, the vessel took fire, which is supposed to have originated from damp tobacco being shipped and causing spontaneous combustion. Vessel was valued at Rs. 10,000, and the cargo Rs. 25,000. Crew of 35 men and 30 passengers. No loss of life.

39. The Native pattimar ALLEY MADUTT [of Bombay, 77 tons register, official number 2460, age 53 years, not classed], on a voyage from Bombay laden with 88 tons of salt bound to Calicut, stranded on the Malabar Coast at 10 A. M. of the 15th October, Calicut Light-house bearing S. E. by E., and the outer end of pier at Calicut N. N. E. The tindal, it appears, was ignorant of the rules of navigation, having anchored his vessel quite close to shore; she drifted towards the pier and got aground in 12 feet of water. The craft, as soon as the greater portion of the cargo was discharged, filled with water, but was hauled towards the beach, where she finally settled down with only a portion of her bow and stern visible. She was very old. The vessel became a total wreck. Her value was estimated at Rs. 2,000, and the partial loss of the cargo is stated to be Rs. 1,000. Crew of 20 hands. No lives lost.

40. The Native wooden battala DOWLUT PERSAD [of Bombay, 41¾ tons register, official number B. N. 4002, 2 years old, class not stated], from Kutch Mándvi with a cargo of oil-seeds and garlic for Bombay. The vessel whilst

crossing the Gulf of Cambay at midnight of the 25th October was overtaken by a heavy squall from the southward, was capsized and foundered shortly after in 27 fathoms of water. The cargo was totally lost; value unknown. Carried a crew of 9 hands and 19 passengers; 2 of the crew and 4 of the passengers were drowned, but the remainder, clinging to the jolly-boat and pieces of the wreck, were picked up by a muchwa and afterwards transferred to the *Gunga Palkee* and landed at Bombay.

41. The Native dhoney AUTHELETCHMY [of Madras, 110$\frac{190}{180}$ tons register, official number 21, wooden, 41 years old], with a cargo of 152 tons of bones bound to Colombo. She sailed from Porto Novo, and after having called at Ramiapatnam, where she took in part of her cargo, she left for Isakapalli, Coromandel Coast. At this last-mentioned place, she shipped about 13 boat-loads; the weather being very stormy and the sea rough, she anchored on the south side of the port, but was driven ashore at 3 A. M. on the 28th October. Strenuous efforts were made to prevent her stranding by using the four anchors on board, but without success. She was totally lost. Value of vessel Rs. 1,500; cargo Rs. 750. The dhoney was very old. The crew, 9 men, and the 2 passengers on board, were saved by swimming to the shore. The tindal and 2 men were on shore at the time of the wreck.

42. The Native padow JHANJANEA [of Kattywar, 41½ tons register, official number 587, about 15 years old], left Keti with a cargo of 28 tons of firewood bound to Kutch Mándvi. On the 3rd of November at 3 A. M., when at Colur-ka-chur,* about 2 miles from Ghabbar-ka-baree, on the Sind Coast, she was driven on shore by the strong current and subsequently foundered. The vessel and cargo were totally lost. Attempts were made by fishermen to save her, but proved ineffectual. The vessel was valued at about Rs. 900, and the cargo at Rs. 140. Crew of 6 men all saved in fishermen's boats.

43. The British ship LADY RAWLINSON sailed from False Point on the 3rd November for Colombo with a full cargo, and since then nothing has been heard of her, and she probably foundered in the November cyclone. No further information has reached this Department.

44. The British wooden barque OLIVE BRANCH [of 431 tons register, belonging to Scarborough, official number 56,209, age 10 years, classed at Lloyds for 11 years], from Cocanada with about 350 tons gingelly seeds for Marseilles. During the cyclone of the 4th and 5th of November, she encountered very heavy weather, the sea breaking over her as high as the foreyard; she parted her anchors and eventually drifted ashore at 5 P. M. of the 5th near the northern boundary pillar of the port of Bimlipatam, on the Madras Coast. The vessel was totally lost. Of the cargo, only 1,000 bags of seeds were saved. Original value of vessel £4,000; the cargo Rs. 56,250. The wreck was subsequently sold by auction for the sum of Rs. 3,000. Crew of 12 hands; 8 were saved by swimming and by catamarans, and 4 were drowned. [A Court of Enquiry was held at Vizagapatam under section 4 of Act IV of 1875. The Court, after carefully considering the evidence in this case, were of opinion that her loss was due to stress of weather; that the master was free from blame, as on account of the weather he was unable to go on board his vessel; and that the 1st and 2nd officers acted in a seamanlike manner, and did all they could to save the vessel. They were, therefore, honourably acquitted and their certificates returned to them.]

45. The Native brig FAIZAL CURREEM [of Chittagong, 110·6 tons register, official number 17, not classed, 10 years old], bound from Naraingunge to Chittagong with a cargo of 450 bales of jute. At 4 P. M. on the 5th November, the vessel was got under weigh at high water, but owing to the wind falling light she could not clear the shoal, and consequently grounded on Badoos chur* in the Sunderbuns, and at 5 P. M. it came on to blow from S. E. and the vessel went to pieces. The loss of the vessel was estimated at Rs. 2,000, and that of the cargo at Rs. 9,900. Crew of 11 hands. No loss of life.

46. The French wooden barque CAMBODGE [of Nantes, 407 tons register, official number 4324F., aged 8 years, classed at Lloyds for 8 years], on her passage from Pondicherry (?) to Marseilles with 450 tons (6,000 bags) gingelly seeds, was driven ashore during a cyclone at 8-15 A. M. on the 5th November

* A sandbank or island formed by alluvial deposit.

on the Madras Coast, S. S. W. of Vizagapatam, the flagstaff distant half a mile. It appears that on the 4th November she was lying in the roads loading cargo for France, and owing to signs of approaching bad weather timely warning was given from the shore; but the master did not seem to heed the signals and thought himself secure at anchor. On the morning of the 5th, the wind began to increase in violence, with incessant rain and boisterous sea, and labouring heavily she commenced to drag her anchors till she collided with the *Fifeshire* and carried away the latter vessel's jibboom, &c. Both vessels then drifted towards the bar, when suddenly a strong set to the northward altered their course, and the *Cambodge* was carried away to nearly opposite the mouth of the breakwater, inside the breakers, and after a few thundering bumps lost her masts, heeled over, and disappeared almost immediately after striking. The value of the vessel was unknown, but the total loss of the cargo amounted to about £6,000. The master and crew (13 in all), whilst clinging to the stern of the vessel, were suddenly swept over by a heavy breaker, and, after keeping themselves afloat for some time, 12 of them, including the master, were drowned, one seaman being washed ashore on a plank.

47. The British iron barque FIFESHIRE [of Glasgow, 699 tons register, official number 60,457, 9 years old, classed AA at Lloyds, 1st class], from Bimlipatam with a cargo of 900 tons (12,000 bags) gingelly seeds for Marseilles; had on board a crew of 17 men. On the 4th November the vessel had finished loading her cargo, and was lying at anchor in Vizagapatam Roads, Madras Coast, but the weather from the N. E. assuming a threatening aspect the master was warned to be ready to cut or slip, but of this warning he took no notice, and during the night the wind increased to a cyclonic gale with very heavy rain and a terrific sea. At 8 o'clock the following morning the *Cambodge* after drifting from her moorings and passing along the *Fifeshire* collided with her, carrying away her jibboom, head gear, &c. The *Fifeshire* parting from her anchors was driven into the breakers about 200 yards south of Scandal Point, within the port limits of Vizagapatam, and reeled and tossed about till noon of the 5th November, when she became a total wreck within five minutes after striking on the Black Rocks. The value of the vessel was not known; the cargo, which was totally lost, was estimated at £12,000. Of the crew, 11 were drowned, 5 were washed ashore, and one man, who was in hospital at the time of the wreck, died there.

48. The Arabian wooden bagla FUTTEY REHMAN [of $179\frac{28}{100}$ tons register, belonging to Soore, official number 1451, age and class not stated], from Soore with a cargo of 500 candies of limestone, dates, and figs bound to Bombay. On the evening of the 7th November the bagla was struck by a heavy squall from the northward with a rising sea when about 20 miles from Pur Bunder on the Kattywar Coast, and began to take in water very rapidly. The crew were unceasingly engaged in baling, but to no effect; and finding that there was eight feet of water in the hold, she was abandoned. The vessel subsequently foundered. The cargo, which was totally lost, was valued at Rs. 3,000. The crew, 22 men, jumped into the jolly-boat and made for the *Futtey Salam*, which was close by, and were safely landed at Bombay.

49. The Burmese kattoo YAN NINE [of Tavoy, 44 tons register, wooden, official number and class not reported, 6 years old], from Tavoy with a cargo of dunnee leaves bound to Rangoon, stranded on the 18th November on the Eastern Sands at the entrance to Rangoon River, Burma Coast, and became a total wreck. The stranding was caused through the unskilful navigation of the master, insufficient allowance being made for the set of the flood tide. The cargo was totally lost; value Rs. 1,510. Crew of 9 hands were saved on a raft; there were no boats on board.

50. The Native mahagiri LUXUMEE [of Panwell, $12\frac{3}{4}$ tons register, official number 2537, age not stated], from Nagotna with a cargo of fuel to Bombay, struck on a rock at 1 P. M. of the 22nd November near the village of Jambool Thannah in the Nagotna Creek, Bombay Coast. The vessel was totally lost, caused by the carelessness of the tindal. The cargo was partially lost; valued at Rs. 50. The crew, 5 men, were saved.

51. The Native gulbut YESHWANTI (?) [of Bankot, 4 tons register, official number 3686, age not reported], from Hurney bound to Bombay with a cargo of gallnuts and copper, came into collision at 2 A. M. of the 24th

November with the American vessel *Queenstown*, whilst the latter was lying at anchor between the Karanja hill and the inner light-ship, Bombay Harbour. The gulbut and its cargo were totally lost. The estimated value of the cargo was only some Rs. 300. At the time of the occurrence, she had on board 15 natives, men, women, and children, in addition to her crew of 5 men. Two of the passengers managed to get on board the *Queenstown* by clinging to her chain cable; the remaining 18 lives were lost. The catastrophe was caused by the tindal not having kept a good look-out. There were no lights on board the gulbut.

52. The Native muchwa BHUGWANTI [of Ráee, 10½ tons register, official number 1313, age 3 years], from Bombay with a cargo of chunam bound to Autora, at 12 P. M. on the 29th November stranded on a rock near Waredi in the Autora Creek, Bombay Coast, and became a total wreck. The cargo was lost, value Rs. 60. Caused by careless navigation. Crew of 6 hands. No lives lost.

53. The French iron steamer COROMANDEL [of Marseilles, $1784\frac{69}{100}$ tons register, barque-rigged, official number, class, age, &c., not stated], from Cocanada laden with 9,000 bags of gingelly seeds bound to Marseilles. It appears that she was lying at anchor in Vizagapatam Roads; her master was away attending to duties on shore; the winds and sea increasing, the chief officer dropped the second anchor and veered to the bow end to bring an equal strain on both. On the 5th December the squalls becoming very violent, the wind blowing furiously, and the sea boisterous, the starboard cable parted, and she put to sea, but whilst heaving up the riding anchor, the cable parted at 8 P. M. of the same day, the boats and deck houses were washed away, the main, after, and fore hatches were broken through, and the sea made its way into the hold and damaged the cargo. On the 7th she was in the centre of the cyclone; the crew endeavoured to get her round on the starboard tack, but were unsuccessful, as she would not keep head to wind, notwithstanding her engines were going full speed. The vessel now being in a dangerous position with her head towards the coast, the crew cut away the main and mizen masts, the engines were kept going, and head sails set to try and cant her, but to no propose; the vessel was knocking about the whole day until 11 P. M., when she was driven on the beach 2 miles East by North of Wattara House on the Madras Coast. Of the cargo, about 2,000 bags were damaged. The hull of the vessel does not appear to have been injured. The crew, 39 men, were unable to land on account of the heavy surf, but were afterwards taken on board the British India Steam Navigation Company's steamer *Bushire* and landed safely at Madras. The *Coromandel* was formerly known as the *La Parupa*, and was sent out by her owners, who are oil-crushers at Marseilles, to load a cargo of seeds.

54. The French wooden barque QUATRE SŒURS [of Bordeaux, 580 tons register, official number, age, and class unknown], from Cocanada with ballast bound to Balasore, was wrecked during the cyclone of December. The vessel, it appears, got into the vortex of a cyclone which travelled up from S. S. W. She was anchored off the coast in 8 fathoms of water with 150 fathoms chain; at 2 P. M. of the 7th December she parted her chain and drove ashore on the beach 7 miles S. W. of Wattara House, Madras Coast. The masts above lower-masts were cut away to save her, but all efforts proved futile. She had a crew of 14 men; the master, mate, and 5 men were drowned whilst attempting to land through the surf on a raft. The other 7 men were saved in boats and subsequently taken by the British India Steam Navigation Company's steamer *Bushire* to Madras.

55. The Native galveta SACRY [of Goa, 45 tons register, official number 8, not classed, about 16 years old], on her voyage from Bombay to Mallipooram, with a cargo of about 40 tons salt, stranded at 5 P. M. on the 8th of December, 2 miles south of the Coote Reef, Malabar Coast, Calicut Light-house bearing N. E. The vessel became a total wreck. Loss: vessel, Rs. 1,500; cargo, Rs. 4,500. The disaster is to be attributed to the ignorance of the tindal in not having remained at anchor in the Calicut Roads. It was broad daylight, the weather was clear and fine, and the sea smooth with a westerly wind. No precaution seems to have been taken, and consequently she ran high upon the rocks and remained fast. Crew of 10 men all saved.

56. The Native mahagiri ESHWANTI [of Bombay, 26 tons register, official number 3776, age and class unknown], from Coompta to Bombay with a cargo of

24 tons betel-nuts, cardamoms, and cotton, foundered at midnight of the 22nd December within the limits of the port of Coompta on the Bombay Coast. The catastrophe occurred owing to the vessel being old and leaky. The loss of the vessel was estimated at Rs. 1,000; the cargo Rs. 4,000. Crew of 9 men, who were saved by means of a canoe belonging to the craft.

57. The British iron steam-ship VORTIGERN * [of Liverpool, 876 tons register, official number 74536, schooner-rigged, classed at Liverpool Lloyds 100 A1, age 2½ years], with a cargo of coals, rifles, gunpowder, wines, provisions, &c., from Liverpool bound to Zanzibar. After leaving Suez she proceeded safely on her voyage until 11-50 P. M. of the 29th December, when she ran ashore on the sandy spit off Rás Alúleh, 31 miles west of Cape Guardafui, on the north coast of Africa. After having got aground, efforts were made by her crew to get her off, but were unsuccessful. At 10-30 A. M. on the following day the British India Steam Navigation Company's steamer *Punjab* was sighted, and signals of distress brought the steamer to the spot. Efforts were again made to tow her off, but both hawsers carried away, and as nothing could be done the *Punjab* proceeded on her course. On the 31st the cargo was being discharged as rapidly as possible, the natives picking it up. At midnight there was a very heavy swell, the sea breaking over the ship and caused her to part cable, and also drove her higher on to the bank. Signals of distress were kept going all the time. At daylight of the 1st January the ship was found to be making water and all the boats were got ready. At 10 A. M. the natives and crew of Arab dhows commenced fighting over possession of the cargo, and as signs of hostility were shewn by them no more cargo was thrown overboard. On the 2nd January the French mail steamer *Anadyr* was sighted, and upon her arrival the passengers, officers, and crew of the wrecked vessel were taken on board. Immediately the *Vortigern* was abandoned, she was boarded by swarms of Arabs, who commenced their work of plunder, stripping the sails, awnings, &c., and throwing the cargo overboard; the natives also were fighting amongst themselves, cutting each other with swords, spears, tomahawks, &c., whilst many of them were armed with rifles and revolvers. The *Anadyr* arrived at Aden on the evening of the 3rd January, where all who had been wrecked in the *Vortigern* were landed. Crew of 27 men and 6 passengers. No loss of life. Not shewn in the wreck chart, being without its limits. [A Court of Enquiry was held at Aden on the 6th January 1879 to investigate the circumstances attending the wreck, and it appears from Captain Palmer's own statement, that he was well aware the land along this coast was low-lying and therefore very difficult to be seen at night, if the night happened to be at all dark; that he had found a current during the day of the 28th December, set 6 miles south 45° west; that he had never been on this coast before, and yet notwithstanding all this he neglected to take such precautions as a careful navigator was bound to take, *viz.*, that of fixing his position at 8-45 P. M. with regard to Rás Filuk, and in not having taken a cast of the lead at this or any subsequent time, until the vessel was stranded, although he states "the night was moonlight, but the light was very peculiar; there was a sort of mirage; it was cloudy." The Court, therefore, found the Master, Samuel Harrison Palmer, "guilty of reckless navigation, and, however much the Court may feel for him and regret having to record such an opinion, the Court considers it a duty to do so as a caution to Captain Palmer, and it is forced to come to the conclusion that Captain Palmer's certificate as master be suspended for a period of six months."]

The vessel was eventually got off by H. M. S. *Daphne* and towed to Aden: The following is an extract from the report of Captain Selby, R.N., Commanding the *Daphne*:—,

* "The hull of the *Vortigern* appeared quite sound, but there was an average depth of nine feet in the hold above the remains of the cargo. The water apparently found its way into the vessel through the discharge pipe, the valves having been left open and all the copper pipes and every particle of moveable brass and copper that could be found having been wrecked by the Somalis after the ship was abandoned. The day before our arrival some Greek wreckers from Suez, and lately employed about the *Meikong*, arrived, and the Somalis gave them no trouble, and I found the ship in their possession. I told them to quit, which they assented to do; but Mr. Glandslandt asked leave to hire the services of their divers, to which I assented. I had nothing to do with the monetary arrangements between them; they gave no trouble and subsequently rendered some service by examining the bottom and shovelling sand away from the keel. The water was got out of the ship after

considerable labour, partly by running it off as the tide fell and closing up the hole again, but principally by whips and draw-buckets; altogether 1,300 tons of water were ejected between the 2nd and 3rd February. Mr. Glandslandt's coolies assisted at the pumps and during the same time got out 300 tons of coal, 45 of which were sent to Aden. The vessel having been lightened, towing was commenced on the evening of the 6th, but she did not come off until 8 A. M. on the morning of the 7th with the high tide. The *Vortigern* was not ready for sea till the 9th, when she was taken in tow to Aden, where both vessels arrived safely on the 12th February."

58. The Burmese kattoo THA-YAH [of Tavoy, 40 $\frac{2}{180}$ tons register, official number, age, &c., not reported], from Rangoon with a cargo of jaggery, kerosine oil, crockery ware, bottles, &c., valued at Rs. 1,383, bound to Tavoy. At 2 A. M. on the 31st December, owing to strong winds from the eastward, endeavours were made to take shelter on the west side of Quoin Island, lying between the northern and middle Moscos on the Burma Coast, but she drifted on to a rock to the north of the island, became a total wreck, and lost all her cargo. Crew of 24 hands all saved.

59. The Native craft BHOWANEE [of Bombay, 4$\frac{1}{4}$ tons register, official number 908, lateen-rigged, class and age not stated], from Rajawada with 7 tons shells for making chunam bound to Bombay. At 5 A. M. on the 31st December, owing to the carelessness of the tindal in starting at ebb tide too late, when water had nearly all run out of the creek, she ran on a rock at the mouth of the Ratnagiri Creek, off the village of Rajawada, on the Bombay Coast. The anchor was thrown out to try and stop her drifting, but the force of the waves broke the rope and left the anchor at the bottom, and she sunk before assistance could be procured. The value of the craft was some Rs. 200; cargo Rs. 50. Crew of 4 men and 18 passengers. One life lost; the remainder were saved by getting on to a sandbank near the place of the wreck.

TABULAR STATEMENT OF THE CASUALTIES,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

CASUALTIES REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Lacydon* ...	689	French Barque ...	1st January...	Pondicherry...	False Point ...	Not stated ...
2	*Border Chieftain*...	989 $\frac{11}{100}$	British Steamer ...	3rd do. ...	Bunder Abas	Bombay ...	1,300 tons general cargo; value not given.
3	*Discoverer* ...	1,455	Do. ...	5th do. ...	Liverpool ...	Calcutta ...	General; value not stated.
4	*Atlanta* ...	2,668	Do. ...	5th do. ...	Calcutta ...	London ...	Not stated ...
5	*Arch Druid* ...	812	Do. ...	11th to 13th do.	Mauritius ...	Bombay ...	Sugar; value not known.
6	*Sarah Smith* ...	1,060	Do. ...	13th do. ...	Cape Town ...	Calcutta ...	Not stated ...
7	*Erl King* ...	1,707	British Screw Steamer.	18th do. ...	Aden ...	Genoa and Marseilles	General; value not given.
8	*May Frere* ...	864	Indian Government Steamer.	19th do. ...	During a the	cruise with a party Governor's	of His Excellency guests.
9	*Peer of the Realm*	1,182	British Screw Steamer.	22nd do. ...	Calicut ...	Elephant Point (Rangoon River) for orders.	Ballast ...
10	*Kale* ...	782	Hanoverian Barque	22nd do. ...	Antwerp ...	Rangoon ...	Do. ...
11	*Rosa Mary* ...	720	British Screw Steamer.	23rd do. ...	Port Said ...	Bombay ...	1,135 tons of iron, value not reported.
12	*City of Cambridge*	2,329	Do. ...	24th do. ...	Calcutta ...	London ...	General; value not reported.

DURING THE YEAR 1878.

Whether casualty occurred in daylight or in darkness.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Darkness ...	On the sands to the south of Hookey Tollah, Dowdeswell Island, False Point.	Orissa Coast ...	Grounding. Cause unknown ...	None lost ...	None lost.
Daylight ...	At the Euphrates River Bar ...	Persian Gulf ...	Stranding. Caused by carelessness of pilot.	Do. ...	Do.
Darkness ...	On southern bank at Sangeral Creek.	Hooghly River...	Grounding. Caused by carelessness of pilot.	Do. ...	Do.
Daylight ...	On the flat just below Fulta Point.	Do. ...	Grounding. Unavoidable ...	Do. ...	Do
Day and night	In latitude 16° S., and longitude 60° E.	Indian Ocean ...	Heavy weather ...	Do. ...	Partially damaged, to what extent unknown.
Darkness ...	Little below the Peer Serangs near Akra.	Hooghly River...	Grounding. Unavoidable ...	Do. ...	None lost.
Do. ...	16 miles N. N. W. ½ W. of Jebel Teer Islands.	Red Sea ...	Damage to machinery ...	Do. ...	Do
Daylight ...	On a sandbank near Hog Island Hydraulic Lift, Bombay Harbour.	Bombay Coast...	Grounding. Unavoidable ...	Do. ...	... ..
Do. ...	Near Hastings Shoal in Rangoon River.	Burma Coast ...	Collision. Caused by tide. ...	Do. ...	.....
Do. ...	Ditto ditto ...	Do. ...			
Darkness ...	On Sha'b Farisan bank, in latitude 16° 47′ N., and longitude 41° 26′ E.	Red Sea ...	Stranding. Caused by error in chronometer.	Do. ...	About 300 *tons* jettisoned; value not stated.
Do. ...	Not stated ...	Hooghly River...	Collision. Unavoidable. (A very slight accident.)	Do. ...	None lost.

CASUALTIES REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
13	*Discoverer* ...	1,455	British Steamer ...	28th January	Calcutta ...	Bombay ...	2,500 tons of general; value not given.
14	*Geraldine Paget* ...	1,199 $\frac{80}{100}$	British Ship ...	30th do. ...	Do. ...	London ...	Seeds, jute, &c.; value not stated.
15	*Teviot* ...	1,261	British Screw Steamer.	31st do. ...	Do. ...	Bombay ...	2,000 tons general; value not stated.
16	*Orion* ...	1,965	British Screw Steamer.	31st do. ...	Liverpool ...	Calcutta ...	General; value not given.
17	*Albula* ...	1,221	British Steamer ...	2nd February	Suez ...	Bombay ...	Coals; value not reported.
18	*Bella Gaditana* ...	741	Swedish Ship ...	6th & 7th do.	Calcutta ...	Rangoon ...	Not reported ...
19	*Khedive* ...	3,742	British Screw Steamer.	7th do. ...	Do. ...	London ...	Do. ...
20	*City of Manchester*	3,125	British Steamer ...	7th do. ...	Do. ...	Do. ...	Do. ...
21	*Annie* ...	448 $\frac{68}{100}$	British Barque ...	12th do. ...	Galle ...	Chittagong ...	Ballast ...
22	*Orion* ...	1,965	British Screw Steamer.	15th do. ...	Calcutta ...	London ...	Not stated ...
23	*Tintern Abbey* ...	1,373	British Ship ...	17th do. ...	Rangoon ...	Madras ...	Rice; value not reported.
24	*cawfell* ...	818	British Barque ...	17th do. ...	Do. ...	Cochin ...	Rice and paddy; value not stated.

DURING THE YEAR 1878—*continued.*

Whether casualty occurred at daylight or in darkness.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	On the southern edge of the flat in Kaffray Reach.	Hooghly River...	Grounding. Caused by the carelessness of the pilot.	None lost ...	None lost.
Darkness ...	Off No. 3 Jetty, Calcutta ...	Do. ...	Fire. Cause unknown ...	Do. ...	180 bales of jute, some loose jute, and bags of linseed, &c., destroyed.
Do. ...	On the Bishop's College Sand at Garden Reach.	Do. ...	Stranding. Caused by the carelessness of the pilot.	Do. ...	None lost.
Daylight ...	On the Budge-Budge Sand ...	Do. ...	Grounding. Caused by the carelessness of the pilot.	Do. ...	Do.
Not stated ...	About 10 miles W. ½ S. from Aden.	Gulf of Aden ...	Damage to machinery ...	Do. ...	Do.
Daylight ..	On the flat below Sangeral Bazar	Hooghly River...	Two groundings. Unavoidable ...	Do. ...	Do.
Do. ...	A little above Panzan's Creek at Moyapore.	Do. ...	Collision. Cause unknown ...	Do. ...	Do.
Do. ...	Ditto ditto ...	Do. ...			
Darkness ...	S. S. W. of Norman's Point Light, entrance to Kornafuli River.	Chittagong Coast	Stranding. Caused by carelessness of master.	Do. ...	...
Daylight ...	On the bank in No. 3 Track at Moyapore.	Hooghly River...	Grounding	Do. ...	None lost.
Do. ...	At Kamakasit, off the Commissioner's Wharf in Rangoon River.	Burma Coast ...	Collision. Caused by the *Scawfell* having parted from her cables.	Do. ...	Do.
Do. ...	Ditto ditto ...	Do. ...			

CASUALTIES REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
25	*Presnitz* ...	1,639	British Steamer ...	18th February	Calcutta ...	Bombay ...	Not reported ...
26	*Dhanprasad* ...	27	Native Padow ...	19th do. ...	Calicut ...	Broach ...	Rice, mango-wood planks, and bamboos; value not stated.
27	*Blair Athole* ...	1,697	British Ship ...	20th do. ...	London ...	Calcutta ...	General; value not stated.
28	*Queen of Scots* ...	Not stated...	Do. ...	21st do. ...	Chittagong ...	Not reported ...	
29	*Hallamshire* ...	874	British Screw Steamer.	22nd do. ...	Jiddah ...	Maskat, Bushire, and Basrah.	880 tons of coal and 600 tons of general; value not given.
30	*Commonwealth* ...	1,401	Do. ...	26th do. ...	Cardiff ...	Bombay ...	Coals; value not given
31	*Peer of the Realm*	1,182	Do. ...	28th do. ...	Galle ...	Liverpool ...	2,113 tons of rice; value not known.
32	*Ellen Pembroke* ...	1,934	British Ship ...	1st March ...	Not reported		.....
33	*Telford* ...	Not known...	British Steamer ...	2nd do. ...	Not stated		... ...
34	*Daphne* ...	714	Swedish Barque ...	2nd do. ...	Rangoon ...	Cardiff ...	1,021 tons of rice; value not stated.
35	*Savacesullamtee* ...	118½	Native Pattimar ...	5th do. ...	Calicut ...	Beypore ...	143 tons of salt; value not given.
36	*Sestos* ...	784	British Screw Steamer.	5th do. ...	Bushire ...	Basrah ...	180 tons general; value not given.

DURING THE YEAR 1878—*continued.*

Whether casualty occurred at daylight or in darkness.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	About 200 yards below Muteea Brooj Ghât.	Hooghly River...	Grounding. Unavoidable ...	None lost ...	None lost.
Not given ...	About 1½ miles from the mouth of Mehim Harbour.	Bombay Coast ...	Stranding. Caused by stress of weather.	Do. ...	Partially lost to the extent of Rs. 334.
Daylight ...	On Fulta Point	Hooghly River...	Grounding. Caused by buoy being out of its place.	Do. ...	None lost.
Do. ...	In Chittagong River ...	Chittagong Coast	Collision. Caused by the carelessness of the pilot.	Do. ...	Do.
Darkness ...	12 miles south of Ras-el-Hadd ...	East Coast of Arabia.	Stranding. Caused by current and haze over land.	Do. ..	258 tons coal and 12 tons iron were jettisoned.
Daylight ...	In the Suez Canal	Red Sea ...	Struck the side of the Canal ...	Do. ...	None lost.
Darkness ...	On the east side of the Island of Socotra.	Arabian Sea ...	Stranding. Caused by want of good look-out.	Do. ...	About 600 tons of rice jettisoned.
Daylight ...	Off Devil's Point	Hooghly River...	Grounding. Unavoidable ...	Do. ...	None lost.
Do. ...	On the flat between the nun buoy off the northern boundary pillar and Rajgunge.	Do. ...	Ditto. Ditto. ...	Do. ...	Do.
Do. ...	Near the Hastings Shoal, Rangoon River, the red buoy bearing S. ¼ W., distant 150 yards.	Burma Coast ...	Stranding. Unavoidable ...	Do. ...	Do.
Do. ...	On the patch of rocks to the N. N. W. of Coote Reef.	Malabar Coast ...	Stranding. Caused by the ignorance of the tindal.	Do. ...	Do.
Do. ...	On Abdalla Bank in Basrah River, latitude 29° 51′ N., and longitude 48° 35′ E.	Persian Gulf ...	Stranding. Caused by defective charts, and also to the carelessness of the pilot.	Do. ...	Do.

CASUALTIES REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of vessel.	Date of casualty.	Whence bound	Whither bound.	Cargo and its total value.
37	*Eblana* ...	1,251	British Ship ...	8th March ...	Rangoon ...	Channel for orders	Rice; value not given
38	*Belle of Arvon* ...	922	British Barque ...	8th do. ...	Liverpool ...	Rangoon ...	Coals; value not stated
39	*Garibaldi* ...	1,431	American Ship ...	8th do. ...	Calcutta ...	Bombay ...	Not given ...
40	*Nelson* ...	874	British Screw Steamer.	10th do. ...	Aden ...	Suez ...	1,483 tons of rice; value not stated.
41	*Flintshire* ...	1,226	British Ship ...	13th do. ...	Liverpool ...	Unknown, ...	Coals; value not given
42	*Newcastle* ...	1,137	Do. ...	15th do. ...	Moreton Bay, Queensland.	Calcutta ...	720 tons coals; value not stated.
43	*Sandhurst* ...	1,530	Do. ...	17th do. ...	Glasgow ...	Bombay ...	2,200 tons coals; value not stated.
44	*François Premier*	1,405	French Steamer ...	19th do. ...	Not reported	Calcutta ...	Not given ...
45	*Seringapatam* ...	1,128	British Ship ...	2nd April ...	Galle ...	Negapatam ...	In ballast ...
46	*Early Morn* ...	1,056	Do. ...	2nd do. ...	Akyab ...	Do. ...	Paddy and rice; value not reported.
47	*Madras* ...	545	British Screw Steamer.	4th do. ...	Do. ...	Chittagong ...	Not reported ...
48	*Nagotna* ...	162 59/100	British Paddle Steamer.	6th. do. ...	Goa ...	Bombay ...	Not stated ...

DURING THE YEAR 1878—*continued.*

Whether casualty occurred at daylight or in darkness.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Darkness ...	Off the Dalla Creek in Rangoon River.	Burma Coast ...	Collision. Unavoidable ...	None lost ...	None lost.
Do. ...	Ditto, ditto ...	Do. ...			
Do. ...	On the flat off the creek at Fisherman's Point.	Hooghly River...	Grounding. Unavoidable ...	Do. ...	Do.
Do. ...	6 miles S. S. E. of Ras Ghow ...	Gulf of Aden ...	Stranding. Caused by defective compasses and charts.	Do. ...	Do.
Daylight ...	In the Rangoon River ...	Burma Coast ...	Collision. Caused by her cable parting.	Do, ...	Do.
Not given ...	In latitude 15° 54′ N., and longitude 87° 2′ E.	Bay of Bengal...	Fire. Caused by spontaneous combustion.	Do. ...	30 or 40 tons of coal jettisoned value not given.
Daylight ...	In latitude 31° 31′ S., and longitude 66° 40′ E.	South Indian Ocean.	Loss of spars, &c. Caused by stress of weather.	Do. ...	None lost.
Not given ...	On the Hog River Sand near Fulta.	Hooghly River...	Grounding. Unavoidable ...	Do. ...	Do.
Darkness ...	Negapatam Roads ...	Coromandel Coast	Collision. Caused by current	Do. ...	.....
Do. ...	Ditto ...	Ditto ...			None lost.
Not reported...	Off the Sudder Ghât in Chittagong River.	Chittagong Coast	Collision. Caused by natives in charge of sampan.	Do. ...	Do.
Darkness ...	Off Jaighur near Ratnagiri ...	Bombay Coast ...	Collision. Caused by the carelessness of the tindal of the *Rampursad* (see Wrecks, No. 11).	Do. ...	Do.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total. value.
49	*Pemba* ...	1,536	British Steamer ...	8th April ...	Calcutta ...	Rangoon and Maulmain.	Not reported ...
50	*Rooparel* ...	27½	Native Perow ...	13th do. ...	Bombay ...	Surat ...	40 tons coals; value not given.
51	*Duke* ...	387	British Barque ...	16th do. ...	Dhámra ...	Cochin ...	561 tons of rice; value not given.
52	*Florence* ...	809	Do. ...	19th do. ...	Madras ...	Calcutta ...	Not reported ...
53	*Sarah Hignett* ...	1,419	American Ship ...	28th do. ...	New York ...	Do. ...	Kerosine oil; value not given.
54	*Benares* ...	1,045 77/100	British Barque ...	28th do. ...	Calcutta ...	London ...	General; value not reported.
55	*Brazilian* ...	1,360	British Screw Steamer.	8th May ...	Do. ...	Bombay ...	Not given ...
56	*China* ...	1,037	Do. ...	9th do. ...	In Bombay Harbour, laden with cotton and castor oil seed		
57	*Havilah* ...	471 88/100	British Barque ...	10th do. ...	Gravesend ...	Colombo ...	General; value not reported.
58	*Elizabeth* ...	32	Native Schooner ...	12th do. ...	Kalikari ...	Do. ...	56 head of cattle and 200 sheep; value not reported.
59	*François Premier*	1,405	French Screw Steamer ...	13th do. ...	Calcutta ...	Bombay ...	Not stated ...
60	*Tetnan* ...	438	British Barque ...	14th do. ...	Rangoon ...	Negapatam ...	Rice and paddy; value not stated.

DURING THE YEAR 1878—*continued.*

Whether casualty occurred at daylight or in darkness.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	On the flat off Nynan ...	Hooghly River...	Grounding. Unavoidable ...	None lost ...	None lost.
Do. ...	Upon a shoal near the Surat Bar	Gulf of Cambay	Stranding. Caused by stress of weather.	Do. ...	Partially lost; value not reported.
Do. ...	Chandpal Bar, Baiturni River ...	Orissa Coast ...	Stranding. Caused by the carelessness of master.	Do. ...	None lost.
Do. ...	On the flat above the northern point of Huldea River.	Hooghly River...	Stranding. Unavoidable ...	Do. ...	Do.
Do. ...	Garden Reach	Do. ...	Collision. Caused the carelessness of the master of the *Benares*.	Do. ...	Do.
Do. ...	Ditto	Do. ...			
Do. ...	On the upper part of Fulta Sands	Do. ...	Grounding. Unavoidable ...	Do. ...	Do.
Both ...	At the P. & O. Co.'s moorings in Bombay Harbour.	Bombay Coast...	Fire. Cause unknown. ...	Do. ...	Partially lost; value not given.
Darkness ...	In latitude 40° 10′ S., longitude 12° 20′ E.	South Indian Ocean.	Loss of spars, &c. Caused by stress of weather.	1 lost ...	None lost.
Daylight ...	Sheramoodeely-Tivo ...	Gulf of Manár...	Foundering. Caused by being old and rotten.	7 do. ...	All lost, with the exception of the deck load.
Darkness ...	On the edge of the Shibgunge Sands, and drifted to about 400 yards S. W. of the Nynan flat buoy.	Hooghly River...	Grounding. Unavoidable ...	None lost ...	None lost.
Daylight ...	In Negapatam Roads ...	Coromandel Coast	Collision. Caused by current ...	Do. ...	Do.

CASUALTIES REPORTED IN INDIAN WATERS.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
61	*St. Michael* ...	224	British Barque ...	14th May ...	Pamban ...	Negapatam ...	In ballast ...
62	*Luxmee* ...	22	Native Mahagiri ...	15th do. ...	Rewadunda in north Konkan.	Alibagh (7 miles north of Rewadunda).	Fuel and karvi; value not reported.
63	*Luxmee* ...	13¼	Native Muchwa ...	16th do. ...	Coompta ...	Carwar ...	58 bales of cotton ...
64	*St. James* ...	1,161	British Ship ...	18th do. ...	Rangoon ...	Bombay ...	Timber; value not reported.
65	*Arundel* ...	1,249	Do. ...	19th do. ...	Maulmain ...	Calcutta ...	1,362 tons of timber; value not given.
66	*Burmah* ...	1,175	Do. ...	20th do. ...	Rangoon ...	Channel for orders	1,411 tons of timber and cutch; value not stated.
67	*Dinapore* ...	1,047	British Barque ...	20th do. ...	Liverpool ...	Bombay ...	Coals; value not given.
68	*Suffolk* ...	974	Do. ...	26th do. ...	Colombo ...	Calcutta ...	Not reported ...
69	*Arcot* ...	1,132	British Steamer ...	28th do. ...	Persian Gulf ...	London ...	General; value not reported.
70	*Firefly* ...	15	British Schooner ...	3rd June ...	Government ve	ssel employed carryi to Cox's Bazar.	ng opium and treasure
71	*Rohomanee* ...	137	Native Schooner ...	3rd do. ...	Akyab ...	Chittagong ...	300 maunds of cotton; value not given.
72	*Nahgin* ...	113½	Native Pattimar ...	3rd do. ...	Cochin ...	Bombay ...	General; value not stated.

DURING THE YEAR 1878.—*continued.*

Whether casualty occurred at daylight or in darkness.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	In Negapatam Roads ...	Coromandel Coast	Collision. Caused by current ...	None lost ...	.....
Not given ...	Near Alibagh fort ...	Bombay Coast ...	Stranding. Caused by stress of weather.	Do. ...	Partially lost; value unknown.
Daylight ...	Between Tudri and Gokrun ...	Do. ...	Damage to hull. Caused by stress of weather.	Do. ...	22 bales of cotton lost, valued at Rs. 880.
Do. ...	In latitude 15° 4′ 15″ N., and longitude 95° 3′ 30″ E., Gulf of Martaban.	Burma Coast ...	Sprung a leak. Caused by stress of weather.	Do. ...	None lost.
Unknown ...	Double Island bearing N. N. E., distant 8 miles.	Do. ...	Damage to hull. Caused by stress of weather.	Do. ...	Do.
Daylight ...	In latitude 14° 50′ N., and longitude 94° 30′ E., Gulf of Martaban.	Do. ...	Sprung a leak. Caused by stress of weather.	Do. ...	Do.
Do. ...	In latitude 39° 55′ S., and longitude 31° 14′ E.	South Indian Ocean.	Loss of masts, spars, &c. Caused by stress of weather.	Do. ...	Do.
Do. ...	Near Fulta Point	Hooghly River...	Grounding. Unavoidable ...	Do. ...	Do.
Do. ...	In Kurrachee Harbour ...	Sind Coast ...	Collision. Unavoidable. The *Punjaub* received no damage.	Do. ...	Do.
Do. ...	Monier Khal in Chittagong River	Chittagong Coast	Grounding. Caused by cyclonic gale.	Do. ...	Do.
Do. ...	At Moish Kallee, Chittagong River.	Do. ...	Ditto. ditto ...	Do. ...	Do.
Not stated. ...	Near Narakel	Malabar Coast ...	Wilfully abandoned, the crew being alarmed at the burst of the monsoon.	Do. ...	Do.

CASUALTIES REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
73	*Fozur Rohoman* ...	208	Native Brig ...	3rd June ...	Colombo ...	Chittagong ...	Not given ...
74	*Rattler* ...	64	British Brigantine	3rd do. ...	Akyab ...	Do. ...	Not stated ...
75	*Astronomer* ...	1,024	British Ship ...	5th do. ...	Calcutta ...	Mauritius ...	Not given ...
76	*Garonne* ...	2,448	British Screw Steamer.	6th do. ...	Adelaide ...	London ...	General; value not reported.
77	*Peshawur* ...	3,782	Do. ...	7th do. ...	Southampton...	Calcutta ...	Ditto ...
78	*Carlotta* ...	574	British Barque ...	8th do. ...	Cochin ...	Kurrachee ...	Not given ...
79	*City of Edinburgh*	2,092	British Screw Steamer.	8th do. ...	Calcutta ...	London ...	General; value not reported.
80	*Viscount Sandon* ...	437·7	British Barque ...	12th do. ...	Rangoon ...	Chittagong ...	Earth oil and paddy; value not reported.
81	*Wild Rose* ...	1,572	British Ship ...	14th do. ...	Calcutta ...	Dundee ...	Jute; valued at Rs. 2,66,033.
82	*Nesutan* ...	934	British Barque ...	15th do. ...	Maulmain ...	Channel for orders	1,156 tons of teak timber; value not stated.
83	*Ares* ...	514	British Ship ...	15th do. ...	Calcutta ...	Port Littleton ...	Not stated. ...
84	*Marchioness of Londonderry.*	699	British Barque ...	17th do. ...	Maskat ...	Calcutta ...	900 tons of salt, sulphur, and cowries; value not stated.

DURING THE YEAR 1878—*continued.*

Whether casualty occurred at daylight or in darkness.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	At Moish Kallee in Chittagong River.	Chittagong Coast	Grounding. Caused by cyclonic gale.	None lost ...	.....
Do. ...	Off Bulloch Prothers' jetty in Chittagong River.	Do. ...	Ditto ditto ...	Do. ...	.....
Do. ...	On a lump near Fulta ...	Hooghly River...	Grounding. Unavoidable. ...	Do. ...	None lost.
Darkness ...	In South Bay, Ras Hafoon ...	North East coast of Africa.	Stranding. Caused by the carelessness of the master.	2 lost ...	Partially lost 150 tons jettisoned; value not known.
Daylight ...	A little above Hooghly Point ...	Hooghly River...	Grounding. Caused by eddy-tide	None lost ...	None lost.
Darkness ...	Near the Hajamra mouth of the Indus.	Sind Coast ...	Stranding. Caused by currents...	Do. ...	Do.
Daylight ...	Off the Government jetties ...	Hooghly River...	Leak. Caused by way-cocks being left open.	Do. ...	865 bags of linseed and turmeric damaged.
Darkness ...	In latitude 19° N., and longitude 92° 20′ E.	Bay of Bengal ...	Loss of masts, spars, &c. Caused by stress of weather.	Do. ...	Partially lost; value not known.
...	In the Bay of Bengal ...	Do. ...	Sprung aleak. Caused by the timbers being old and rotten.	Do. ...	Partially damaged, to what amount not shewn.
Daylight ...	12 miles S. S. W. of Double Island	Burma Coast ...	Damage to hull, &c. Caused by currents.	Do. ...	None lost.
Do. ...	Between the Lower Eastern Bellary and Upper Eastern Huldea buoys.	Hooghly River...	Grounding. Very slight casualty.	Do. ...	Do.
Not given ...	In latitude 15° 5′ N., and longitude 67° E.	Arabian Sea ...	Sprung a leak. Caused by heavy weather.	Do. ...	Do.

CASUALTIES REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
85	*Queen of the Age*...	757	British Barque ...	18th June ...	Bombay ...	Calcutta ...	Not stated ...
86	*Norwood* ...	785	British Ship ...	19th do. ...	Madras ...	Rangoon ...	260 tons sand ballast
87	*Peshawur* ...	2,103	British Steamer ...	25th do. ...	Calcutta ..	Southampton ...	General; value not given.
88	*City of Sparta* ...	1,193	British Ship ...	27th do. ...	Do. ...	London ...	Not stated ...
89	*Border Chieftain*...	990	British Steamer ...	27th do. ...	Do. ...	Do. ...	1,600 tons of seeds; value not given.
90	*Alexandra* ...	1,351	British Ship ...	2nd July ...	Liverpool ...	Calcutta ...	Salt and 40 tons general; value not stated.
91	*Chanda* ...	1,304	British Screw Steamer.	7th do. ...	Tuticorin ...	Calcutta and intermediate ports.	General; value not given
92	*Dunphaile Castle*	720	British Ship ...	8th do. ...	Port Natal ...	Bombay ...	Ballast ...
93	*Batavia* ...	1,110	Do. ...	4th do. ...	Calcutta ...	Boston ...	Not stated ...
94	*Queen Margaret* ...	3,138	British Steamer ...	19th do. ...	Do. ...	London ...	Not reported ...
95	*Punjaub* ...	283	British Inland Steamer.	do. ...	Goalundo ...	Calcutta ...	Do. ...
96	*Oorya* ...	208	British Paddle Steamer.	20th do. ...	In the	Hooghly River ...	(a tug) ...

DURING THE YEAR 1878—*continued.*

Whether casualty occurred at daylight or in darkness.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	A little below Garden House Point	Hooghly River...	Grounding. Unavoidable ...	None lost ...	None lost.
Darkness ...	On the south-east end of Krishna Shoal, Gulf of Martaban.	Burma Coast ...	Stranding. Caused by the carelessness of the master.	Do ...	Do.
Daylight ...	A little below Melancholy Point	Hooghly River...	Collision. Caused by the carelessness of the master of the tug-boat *Madras* towing the flat *Jellinghee* (see Wrecks, No. 26).	Do. ...	Do.
Do. ...	On the tail of College Sand ...	Do. ...	Grounding. Unavoidable. ...	Do. ...	Do.
Darkness ...	About 40 miles E. by N. from Aden Light-Ship.	Gulf of Aden ...	Damage to machinery. Cause unknown.	Do. ...	Do.
Do. ...	In latitude 37° S., and longitude 54° E.	South Indian Ocean.	Loss of masts, spars, &c. Caused by stress of weather.	One killed by a fall from aloft whilst clearing away the wreck of spars.	Do.
Do. ...	In latitude 8° 2′ N., and longitude 78° 51′ E.	Gulf of Manár...	Collision. Caused by the carelessness of the tindal of the *Aromoga Sunderum* (see Wrecks, No. 27).	None lost. ...	Do.
Do. ...	In latitude 14° 34′ S., and longitude 60° 16′ E.	South Indian Ocean.	Loss of spars, &c. Caused by heavy weather.	Do. ...	Do.
Daylight ...	On the edge of the sand at Fisherman's Point.	Hooghly River...	Grounding. Unavoidable ...	Do. ...	Do.
Do. ...	On the sand at Sangeral Reach...	Do. ...	Ditto. Ditto ...	Do. ...	Do.
Not given ...	On the "chur" below Buffaloe Point near Diamond Harbour.	Do. ...	Grounding. Caused by the carelessness of the master.	Do. ...	Do.
.....	On the north end of Diamond Sand off Buffaloe Point.	Do. ...	Grounding. Unavoidable ...	Do. ...	.....

CASUALTIES REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
97	*Charlotte Gladstone*	1,259	British Ship ...	21st July ...	Liverpool ...	Bombay ...	1,752 tons of coals; value not reported.
98	*Ava* ...	2,600	British Steamer ...	21st do. ...	Calcutta ...	Do. ...	Not reported ...
99	*W. H. Corsar* ...	1,410	British Ship ...	27th do. ...	Liverpool ...	Do. ...	2,150 tons of coals; value not known.
100	*Beecroft* ...	1,626	Do. ...	2nd August...	Dundee ...	Calcutta ...	Not given ...
101	*Satara* ...	820	British Screw Steamer.	3rd do. ...	Port Blair ...	Do. ...	Not reported ...
102	*Tynedale* ...	570	British Barque ...	4th do. ...	Bimlipatam ...	London ...	General; value not reported.
103	*City of Canton* ...	909	Do. ...	4th do. ...	Do. ...	Madras ...	Ditto ..
104	*François Premier* ...	1,131 $\frac{14}{100}$	French Steamer ...	6th do. ...	Bombay ...	Havre ...	General; value not given
105	*Pikalongon* ...	189	Dutch Colonial Government Steamer.	8th to 12th do.	Aden'	Batavia ...	Not known ...
106	*Racilia* ...	1,785	British Screw Steamer.	17th do. ...	Calcutta ...	Colombo ...	Not given ...
107	*European* ...	1,774 $\frac{31}{100}$	British Steamer ...	17th do. ...	Bombay ...	Liverpool ...	General; value not stated.
108	*Stornoway* ..	1,499	British Ship ...	17th do. ...	Do. ...	Callao (South America).	In ballast. ...

DURING THE YEAR 1878—*continued.*

Whether casualty occurred at daylight or in darkness.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Darkness ...	In latitude 32° 21′ S., and longitude 52° 27′ E.	South Indian Ocean.	Loss of masts, spars, &c. Caused by stress of weather.	None lost ...	None lost.
Daylight ...	Just below Point Jelley ...	Hooghly River...	Grounding. Unavoidable ...	Do. ...	Do.
Do. ...	Mohilla Passage, Mozambique Channel.	East Coast of Africa.	Ditto. Ditto ...	Do. ...	Do.
Do. ...	Off Budge-Budge ...	Hooghly River...	Collision. Caused by engine of the tug breaking down.	Do. ...	Do.
Do. ...	At Nynan ...	Do. ...	Grounding. Cause unknown. ...	Do. ...	Do.
Do. ...	In Bimlipatam Road ...	Madras Coast ...	Collision. Caused by the *City of Canton* being short-handed.	Do. ...	Do.
Do. ...	Ditto ...	Do. ...			
Not reported	In latitude 16° N., and longitude 60° E.	Arabian Sea ...	Sprung a leak. Caused by stress of weather.	Do. ...	Do.
Day and night	In latitude 12° N., and longitude 58° E.	Do. ...	Damage to hull. Caused by stress of weather.	Do. ...	150 tons Coal jettisoned.
Daylight ...	On the flat at Jar Maker's Reach	Hooghly River...	Grounding. Caused by eddies...	Do. ...	None lost.
Darkness ...	2 miles W. by N. of the outer light-ship in Bombay Harbour.	Bombay Coast ...	Collision. Caused by the carelessness of the masters of both vessels.	Do. ...	Do.
Do. ...	Ditto ditto ...	Do. ...			

CASUALTIES REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
109	*Gilbert Tho mpn*	1,061	British Barque ...	27th August ...	Calcutta ...	London ...	Not given ...
110	*Alsace et Lorraine*	593	French Barque ...	1st September	Do. ...	Mauritius and Bourbon.	Do. ...
111	*Penguin* ...	1,745	British Steamer ...	2nd do. ...	Do. ...	London ...	Not stated ...
112	*Simla* ...	1,444	British Ship ...	3rd do. ...	Do. ...	Mauritius ...	Not reported ...
113	*Australia* ...	1,090	Italian Steamer ...	6th do. ...	Bombay ...	Genoa ...	General; value not known.
114	*Fengal* ...	1,338	British Screw Steamer.	7th do. ...	Suez ...	Bombay ...	Troops from Cyprus; 471 men of the Goorkhas.
115	*Citadel* ...	1,363	British Ship ...	7th do. ...	Do. ...	Do. ...	Troops from Cyprus; 131 men of the 1st Bombay Lancers.
116	*Godavery* ...	834	French Mail Screw Steamer.	8th do. ...	Aden ...	Mahé, Réunion, and Mauritius ...	General; value not reported.
117	*Daphne* ...	955	British Ship ...	10th do. ...	Liverpool ...	Calcutta ...	Not stated ...
118	*Mairi Bhan* ...	1,386	Do. ...	13th do. ...	Melbourne ...	Do. ...	Horses; value not reported.
119	*Byculla* ...	1,114	British Screw Steamer.	13th do. ...	Basrah ...	Bombay ...	General; value not reported.
120	*Nagin* ...	3	Native Muchwa ...	17th do. ...	Bombay ...	Thal ...	Not reported ...

DURING THE YEAR 1878—*continued.*

Whether casualty occurred at daylight or in darkness.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	On the southern bank above crossing mark near Melancholy Point.	Hooghly River...	Grounding. Unavoidable ...	None lost ...	None lost.
Not given ...	Off Calcutta	Do. ...	Collision; very slight, unavoidable	Do. ...	Do.
Daylight ...	A little below Hog River Creek ...	Do. ...	Grounding. Unavoidable ...	Do. ...	Do.
Do. ...	Midway between the Fulta buoys and Fisherman's Point.	Do. ...	Ditto. Ditto ...	Do. ...	Do.
Do. ...	100 miles off Kuriyan Muriyan Islands.	Arabian Sea ...	Damage to engines, Unavoidable	Do. ...	Do.
Darkness ...	On the spit, 3 miles south of Abu Deraj Reef, Gulf of Suez.	Red Sea ...	Stranding, Cause not reported...	Do. ...	.....
Do. ...	Near Abu Deraj Reef, Gulf of Suez.	Do. ...	Collision. Cause unknown ...	Do. ...	.....
Daylight ...	6 miles off Aden ...	Gulf of Aden ...	Damage to machinery. Caused probably by a flaw in the cast iron.	Do. ...	None lost.
Do. ...	On the northern bank at Garden Reach.	Hooghly River...	Grounding. Unavoidable ...	Do. ...	Do.
Do. ...	On the College Sand ...	Do. ...	Ditto. Ditto ...	Do. ...	Do.
Darkness ...	On a sandbank opposite Khor Ziyárah, about 50 miles south of Bushire.	Persian Gulf ...	Stranding. Caused by defective charts.	Do. ...	Only a small portion damaged in transhipment.
Do. ...	Near Kundari Island Light-house	Bombay Coast	Foundering. Caused by stress of weather.	Do. ...	Unknown.

CASUALTIES REPORTED IN INDIAN WATERS.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total. value.
121	*Arratoon Apcar* ...	1,521	British Steamer ...	17th September	Calcutta ...	Straits and Hong-Kong.	Not reported ...
122	*Ville de Marseilles*	532	French Barque ...	17th do. ...	Do. ...	Mauritius and Bourbon.	Do. ...
123	*Albula* ...	1,314	British Ship ...	18th do. ...	Do. ...	New York ...	Do. ...
124	*Labsavi* ...	59	Native craft ...	18th do. ...	Bhownugger ...	Goa ...	Not known ...
125	*Caliana Letchemy* ...	$70\frac{47}{100}$	Native Brig ...	18th do. ...	Negapatam ...	Kayts ...	Paddy, rice, brass-pots, horns, and cloth; value not given.
126	*Glengarry* ...	1,769	British Ship ...	19th do. ...	Calcutta ...	Liverpool ...	Not reported ...
127	*Solaumsha* ...	133·6	Native Brig ...	23rd do. ...	Naraingunge ...	Chittagong ...	406 bales of jute; value not known.
128	*Queen Anne* ...	1,738	British Steamer ...	24th do. ...	Calcutta	London ...	2,400 tons general, valued at Rs. 8,21,812.
129	*Maria* ...	641	Native Barque ...	26th do. ...	Penang ...	Rangoon ...	Cocoanuts; value not reported.
130	*Statesman* ...	1,865	British Screw Steamer ...	28th do. ...	Liverpool	Calcutta ...	Not reported ...
131	*Bay of Biscay* ...	Not reported	British Ship ...	29th do. ...	Do. ...	Rangoon ...	Not stated ...
132	*Moulmein* ...	2	British Screw Steamer.	30th do. ...	Chittagong ...	Naraingunge ...	Specie and cotton, valued at Rs. 8,500.

DURING THE YEAR 1878—*continued.*

Whether casualty occurred at daylight or in darkness.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	Off Melancholy Point ...	Hooghly River	Grounding. Unavoidable ...	None lost ...	None lost.
Do. ...	Near Hooghly Point ...	Do. ...	Ditto Ditto ...	Do. ...	Do.
Do. ...	On the Fulta Sand ...	Do. ...	Ditto. Ditto ...	Do. ...	Do.
Do. ...	On the sandy beach at Guhagur near Ratnagiri. ...	Bombay Coast	Stranding. Caused by the carelessness of the tindal.	Do. ...	Unknown.
Do. ...	Midway between Kayts and Kovalam.	Ceylon Coast ...	Stranding. Defective charts ...	Do. ...	None lost.
Do. ...	Off Fisherman's Point ...	Hooghly River	Grounding. Unavoidable ...	Do. ...	Do.
Do. ...	Off Goramora, Sundeep Channel...	Chittagong Coast.	Stranding. Caused by stress of weather.	Do. ...	Do.
Do. ...	On the College Sand in the Port of Calcutta.	Hooghly River	Grounding. Unavoidable ...	Do. ...	Do.
Darkness ...	A little above Bassein Creek, Rangoon River.	Burma Coast ...	Grounding. Caused by the carelessness of the pilot.	Do. ...	Do.
Daylight ...	In Hooghly Bight ...	Hooghly River	Grounding. Unavoidable ...	Do. ...	Do.
Day and night	In latitude 40° S., and longitude 26° E.	South Indian Ocean.	Loss of sails, &c. Caused by stress of weather.	1 lost ...	Unknown.
Darkness ...	Off Peer Bux Nullah, Sundeep ...	Sunderbuns ...	Grounding. Unavoidable ...	None lost ...	None lost.

CASUALTIES REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
133	*Victoria Regina* ...	73$\frac{141}{1100}$	British Schooner ..	30th September	Naraingunge	Chittagong	Jute, valued at Rs. 3,650.
134	*Henrietta* ...	1,695	British Ship ...	2nd October ...	Calcutta ...	Mauritius and Bourbon.	Not reported ...
135	*Bannockburn* ...	1,675	Do. ...	2nd do. ...	Cardiff ...	Aden ...	Coals, valued at £4,000.
136	*Mairi Bhan* ...	1,386	Do. ...	2nd do. ...	Calcutta ...	Melbourne ...	Not reported ...
137	*Arthurstone* ...	1,163	British Barque ...	2nd do. ...	Do. ...	Dundee ...	Do. ...
138	*Gatinian* ...	1,165	British Ship ...	4th do. ...	Maulmain ...	Liverpool ...	300 tons timber; value not reported.
139	*County of Lancaster*	999	Do. ...	12th do. ...	Calcutta ...	Not known ...	Not reported ...
140	*Litian* ...	811	British Steamer ...	14th do. ...	Jiddah ...	Basrah ...	General; value not known.
141	*Kaiser-i-Hind* ...	2,980	British Screw Steamer.	21st do. ...	Aden ...	Bombay ...	Do. ...
142	*Aphrodita* ...	1,627	British Ship ...	26th do. ...	Calcutta ...	London ...	Not stated ...
143	*Prince Oscar* ...	1,292	Do. ...	29th do. ...	Chittagong ...	Do. ...	Jute in bales; value not stated.
144	*Feronia* ...	1,115	German Steamer ...	31st do. ...	Hamburg ...	China *vid* Penang...	General; value not reported.

DURING THE YEAR 1878—*continued.*

Whether casualty occurred at daylight or in darkness.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	At Showlaspore	Sunderbuns ...	Grounding. Unavoidable ...	None lost ...	None lost.
Do. ...	On the southern bank of the river, a little within the boundaries of Calcutta Port.	Hooghly River	Ditto. Ditto ...	Do. ...	Do.
Unknown ...	Near the Point of Ras Seïlán, in about latitude 13° 2′ N., and longitude 45° 25′ E.	Gulf of Aden ...	Stranding. Unavoidable ...	3 lost ...	20 tons jettisoned.
Daylight ...	Garden Reach	Hooghly River	Collision. Unavoidable ...	None lost ...	None lost.
Do. ...	At Garden Reach	Do. ...	Ditto. Ditto ...	Do. ...	Do.
Do. ...	Maulmain Pagoda bearing N. by E. ½ E., distant 2½ miles; South pagoda N.E. ½ N., distant 1½ miles.	Burma Coast ...	Grounding. Caused by the carelessness of the pilot.	Do. ...	Do.
Do. ...	Melancholy Point	Hooghly River	Grounding. Caused by eddies in the river.	Do. ...	Do.
Do. ...	In Jiddah Roads	Red Sea ...	Grounding. Caused by the carelessness of the pilot.	Do. ...	Do.
Unknown ...	Midway betweeen Aden and Bombay.	Arabian Sea ...	Damage to engines. Unavoidable	Do. ...	Do.
Daylight ...	In Garden Reach	Hooghly River	Collision. Unavoidable ...	Do. ...	Do.
Do. ...	At Moish Kallee, Kornafuli River	Chittagong Coast	Grounding. Caused by the negligence of the pilot.	Do. ...	Do.
Do. ...	In latitude 12° 16′ N., and longitude 44° 39′ E.	Gulf of Aden ...	Damage to engines. Unavoidable	Do. ...	Do.

CASUALTIES REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
145	*Oriental* ...	938 $\frac{88}{100}$	British Screw Steamer.	4th November	Rangoon ...	Cocanada and Masulipatam.	880 tons general; value not stated.
146	*James G. Pendleton*	937	American Barque ...	5th Do.	New York ...	Bombay ...	Kerosine oil; value not known.
147	*Canute* ...	1,391	British Ship ...	5th do.	Calcutta ...	Dundee ...	Jute; value not reported.
148	*Sugarprasad* ...	73	Native Kotia ...	6th do.	Bombay ...	Anjar (Kutch) ...	Grain, sugar, kerosine oil, iron; value not reported.
149	*Enterprize* ...	180	British Steam Tug	6th do.	Employed in the	river towing the	Great Victoria ...
150	*Chinsurah* ...	1,319	British Screw Steamer.	17th Do.	Calcutta ..	Galle and Colombo	Not reported ...
151	*Avagyee* ...	247	Do. ...	21st do.	Penang ...	Akyab ...	General; value not stated.
152	*Menachey Soondrum*	199	Native Brig ...	21st do.	At	anchor in the river	...
153	*Duria Dowlut* ...	75	Native Kotia ...	22nd do.	Ponány ...	Broach ...	65 tons cocoanuts; value unknown.
154	*Vennprasad* ...	9½	Native craft ...	22nd do.	Deogurh ...	Malwan ...	15 tons rice, grain and seeds; value not stated.
155	*Queenstown* ...	1,548	American Ship ...	24th do.	Holyhead ...	Bombay ...	Not stated ...
156	*Barbara* ...	1,081	British Barque ...	25th do.	Point de Galle...	Chittagong ...	Ballast ...

DURING THE YEAR 1878—*continued.*

Whether casualty occurred at daylight or in darkness.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Darkness ...	Off Hope Island, Light-house bearing N. W., distant 10 miles.	Madras Coast ...	Loss of spars, &c. Caused by cyclone.	None lost ...	None lost.
Not stated...	In latitude 40° 20′ S., and longitude 63° E.	South Indian Ocean.	Loss of bulwark, foresail, &c. Caused by stress of weather.	Do. ...	Do.
Daylight ...	In latitude 17° 22′ N., and longitude 86° 50′ E.	Bay of Bengal	Damage to hull. Caused by cyclone.	Do. ...	300 or 400 bales of jute damaged.
Do. ...	5 miles off the Versovah Custom-house.	Bombay Coast	Sprung a leak. Unavoidable ...	Do. ...	Partially lost to the extent of Rs. 2,619.
Do. ...	200 feet from the northern bank at Garden Reach.	Hooghly River	Collision with the ship *Alexandra.* Caused by the carelessness of the pilot of the ship *Great Victoria.*	Do. ...	.....
Darkness ...	On the bank abreast of the clump of trees near Rajgunge.	Do. ...	Grounding. Unavoidable ...	Do. ...	None lost.
Daylight ...	Abreast of the town in Bassein River.	Burma Coast ...	Collision. Caused by the carelessness of the pilot.	Do. ...	Do.
Do: ...	Alongside Messrs Todd, Findlay, and Company's wharf in Bassein River.	Do. ...		Do. ...	.....
Darkness ...	On a patch of rocky ground N. W. of Calicut Light-house.	Malabar Coast	Grounding. Caused by the carelessness of the tindal.	Do. ...	Very trifling loss.
Daylight ...	On a rock at the mouth of the Achra Creek.	Bombay Coast	Stranding. Caused by the carelessness of the master.	Do. ...	Partially lost to the value of Rs. 416.
Darkness ...	Inner Light-ship bearing S. W., distant 1¼ miles, Bombay Harbour.	Do. ...	Collision. Caused by the carelessness of the tindal of the Native gulbut *Yeshwanti* (see Wrecks No. 51.)	Do. ...	None lost.
Daylight ...	Off Jooldea Flagstaff, Chittagong River.	Chittagong Coast	Grounding. Caused by the carelessness of pilot.	Do. ...	.....

CASUALTIES REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
157	*Seirra Colonna* ...	1,834	British Ship ...	26th November	Point de Galle	Chittagong ...	Ballast ...
158	*May Queen* ...	650	British Barque ...	26th do. ...	Not	report	ed ...
159	*Dhanaprasad* ...	34$\frac{1}{3}$	Native Padow ...	3rd December	Bombay ...	Broach ...	43 tons of iron nails, kerosine oil, &c.; value unknown.
160	*Serendib* ...	256	British Colonial Steamer	4th do. ...	Colombo ...	Trincomalee ...	Government stores; value unknown.
161	*Golden Horn* ...	1,027·41	British Screw Steamer.	4th do. ...	Aden ...	Calcutta ...	Ballast ...
162	*Spartan* ...	749$\frac{33}{100}$	American Barque...	6th do. ...	Greenock ...	Bombay ...	Coals; value not stated
163	*Rajpootana* ...	1,311$\frac{68}{100}$	British Screw Steamer.	7th do. ...	Bombay ...	Cocanada and Vizagapatam.	600 tons general; value not reported.
164	*James Aikin* ...	958	British Ship ...	8th do. ...	London ...	Madras ...	1,200 tons of Government stores.
165	*Caldbeck* ...	747	British Barque ...	12th do. ...	Rangoon ...	Chittagong ...	Ballast ...
166	*Estepona* ...	1,042	British Steamer ...	12th do. ...	Calcutta ...	Bombay ...	Not reported ...
167	*St. Maur* ...	1,465	British Ship ...	13th do. ...	Do. ...	Not re	ported ...
168	*Babu Ramprasad*	7$\frac{1}{2}$	Native Muchwa ...	18th do. ...	Vingorla ...	Bombay ...	280 maunds of ghee, bajree, cotton seeds, skins, &c.
169	*Glenlyon* ...	1,448	British Ship ...	27th do. ...	Rangoon ..	Do. ...	Timber; value not stated.

DURING THE YEAR 1878—*concluded.*

Whether casualty occurred at daylight or in darkness.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	Off Moish Kallee, Chittagong River.	Chittagong Coast	Collision. Unavoidable ...	None lost ...	.....
Do. ...	On the bank a little above Teetulbaree Creek	Hooghly River...	Grounding. Unavoidable ...	Do. ...	Unknown.
Do. ...	On a rock ½ mile from the Dhanu Custom-house.	Bombay Coast ...	Stranding. Caused by the carelessness of the tindal.	Do. ...	Partially lost; estimated value Rs. 530.
Do. ...	Light-house open to the right of Gibbs' Monument, about half way between it and the telegraph station; Gibbs' Monument touching the north-west corner of the Zemindary Bungalow; chequered buoy on the Reef Channel N. 13° E.	Gulf of Manár...	Grounding. Unavoidable ...	Do. ...	None lost.
Do. ...	1 mile S. W. of Aden Light-ship	Gulf of Aden ...	Damage to engines. Caused by wear and tear.	Do. ...	.....
Do. ...	In latitude 18° 10′ N., and longitude 72° 42′ E.	Bombay Coast	Fire. Cause unknown ...	Do. ...	Coals damaged, to what extent not known.
Daylight and Darkness.	About 16 miles North of Cocanada	Madras Coast ...	Loss of spars, &c. Caused by cyclone.	1 lost ...	The cargo in after-'tween-decks was much damaged.
Daylight ...	At Mogagur, Province of Chingleput.	Madras Coast ...	Stranding. Caused by the carelessness of the master.	None lost ...	A portion jettisoned; value unknown.
Do. ...	On a "chur" off Khatta Kallee in Kornafuli River.	Chittagong Coast	Grounding. Caused by the carelessness of the pilot.	Do. ...	None lost.
Darkness ...	Sandheads ...	Hooghly River...	Collision. Caused by tide ...	Do. ...	Do.
Daylight ...	On the edge of the sand about midway between the Lower Eastern Bellary and Huldea beacon buoys.	Hooghly River...	Grounding. Unavoidable ...	Do. ...	Do.
Darkness ...	Close to Kelusgaum near Vingorla	Bombay Coast ...	Stranding. Caused by stress of weather.	Do. ...	Partially lost; loss estimated at Rs. 600.
Daylight ...	On the N. E. extreme of Hastings Shoal in Rangoon River.	Burma Coast ...	Grounding. Unavoidable ...	Do. ...	None lost.

NOTES ACCOMPANYING THE CASUALTY STATEMENT.

1. The French Barque LACYDON [of 689 tons register, belonging to Marseilles, official number, class, and age not stated], from Pondicherry to False Point, stranded at 1-15 A. M. on the 1st January, on the sands to the south of Hookey Tollah, Dowdeswell Island, False Point, Orissa Coast. The Port Officer at False Point telegraphed to the Calcutta agents to despatch the steam tug *Electric* to try and get the grounded vessel off. The tug arrived at night of the 4th January, and passed hawsers, and on the flood tide of the 5th attempted to tow her off, but failed; but in her second effort on the next flood tide she succeeded, and the vessel was towed up to Calcutta without having sustained any damage. No loss of cargo. No loss of life.

2. The British iron steamer BORDER CHIEFTAIN [of $989\frac{77}{100}$ tons register, belonging to Newcastle-on-Tyne, schooner-rigged, 5 years old, official number 65457, classed at Lloyds for 18 years], on her passage from Bunder Abas with 1,300 tons of general cargo for Bombay, stranded at 1 P. M. of the 3rd January on the Euphrates River bar, Persian Gulf, 2nd buoy bearing S. $\frac{1}{2}$ E., distant $\frac{1}{4}$ of a mile. The pilot attempted to cross the bar, but there was not sufficient water on it at the time, and the steamer grounded, but she floated when the wind veered to the southward, without damaging either vessel or cargo. It was fine clear weather, the sea smooth, and the vessel when aground was always upright. She had a crew of 26 men and 45 passengers. No lives lost. (This casualty is not shewn on the wreck chart, being beyond its limits.)

3. The British steamer DISCOVERER [of Liverpool, 1,455 tons register, bark-rigged, official number 76484, class not given, iron, 10 months old], from Liverpool on the 14th December 1877 with a general cargo to Calcutta. The steamer whilst proceeding up the River Hooghly in pilotage charge of Mr. T. Syvret at 8-50 P. M. on the 5th January, and when in the act of turning round, her stern touched the southern bank at Sangeral Creek, but she came off immediately. The engines were eased and she came up dead slow to Garden Reach abreast of Messrs. Gladstone, Wyllie & Co.'s mills. No damage to vessel or cargo. Crew of 42 men. No lives lost.

4. The British steamer ATLANTA, of 2,668 tons register, bound for London, when going down the River Hooghly at about 1 P. M. on the 5th January, bilged for a moment on the flat just below Fulta Point, without, however, having either lost her way or sustained any damage. No loss of life.

5. The British iron steamer ARCH DRUID [of North Shields, 812 tons register, schooner-rigged, official number 65390, classed A1 at Lloyds, 7 years old], from Mauritius for Bombay with a cargo of sugar on the 9th January. For two or three days after leaving she experienced very bad weather, and on the 13th January, when in Latitude 16° S. and Longitude 60° E., Indian Ocean, the sea breaking on board damaged a portion of the cargo which was jettisoned: the vessel does not appear to have received any damage. Carried a crew of 23 men and 47 passengers. No lives lost. (Not shewn on the wreck chart, being without its limits.)

6. The British schooner SARAH SMITH [of 1,060 tons register, age, class, official number, &c., not stated], from Cape Town to Calcutta. Whilst proceeding up the Hooghly River in pilotage charge of Mr. C. J. Wortley, grounded at 7-30 P. M. on the 13th January, a little below the Peer Serangs near Akra. It appears that the vessel canted to the ebb, and tailing the bank, hung by the stern; a line and kedge anchor were then got out, but too late to haul off. At 3-30 A. M., as the flood tide set in, the vessel floated, apparently without having sustained any injury. No cargo damaged. No lives lost.

7. The British iron screw steamer ERL KING [of 1,707 tons register, belonging to Glasgow, schooner-rigged, 12 years old, official number 52820, class not given], with a general cargo from Aden bound to Genoa and Marseilles. At 9 P. M. of the 18th January, when about 16 miles N. N. W. $\frac{1}{2}$ W. of Jebel Teer Island in the Red Sea, the fore crank shaft broke. No damage was caused either to the vessel or cargo. Crew of 40 men and 5 passengers. No lives lost. (This casualty is not shewn on the wreck chart, being without its limits.)

8. The Indian Government steamer MAY FRERE; of 864 tons register, when proceeding round the harbour at Bombay during a cruise with a party of His Excellency the Governor's guests, at 3 P. M. of the 19th January touched on a sandbank near Hog Island Hydraulic Lift. As something appeared wrong with the engines, it was necessary to stop and examine the machinery, when it was found that the condenser and air-pump were choked with sand and shells; the steamer weighed at 10-10 P. M. The vessel was taken into dock and examined, but she had sustained no injury. A Court of Enquiry was held at Bombay, and found that there was no carelessness or neglect shewn by either the 1st Assistant Master Attendant, who was in charge, or her commander.

9. The British screw steamer PEER OF THE REALM [1,182 tons register, of Newcastle, schooner-rigged, official number 70251, classed A1 90A at Lloyd's, iron, 2 years old], from Calicut with ballast bound to Elephant Point (Rangoon River) for orders. At 5 P. M. of the 22nd January she was fouled by the barque *Kale* near the Hastings Shoal in Rangoon River owing to the set of the tide, and by the *Kale* not anchoring in time. The vessel sustained but slight damage. Crew of 25 men. No loss of life.

10. The Hanoverian barque KALE [of 782 tons register, belonging to Honolulu, wooden, official number not given, age 5½ years, classed L, I1 3/3 Veritas for 12 years], on her voyage from Antwerp with a cargo of ballast bound to Rangoon collided with the steamer *Peer of the Realm* at 5 P. M. of the 22nd January near the Hastings shoal in Rangoon River; in consequence of her not anchoring in time, she was set by the tide and thereby fouled the steamer on her starboard side. The *Kale* sustained damages to the amount of Rs. 500. Crew of 18 men. No loss of life.

11. The British screw steamer ROSA MARY [of Hartlepool, 720 tons register, official number 70122, schooner-rigged, 3 years old, iron, classed A1 90 at Lloyd's], from Port Said with a cargo of 1,135 tons of iron, bound to Bombay, stranded at 3-45 A. M. of the 23rd January on Shâb Farisan bank, in latitude 16° 47′ N., and longitude 41° 26′ E., in the Red Sea. This casualty is reported to be owing to possible error of chronometer. The vessel damaged her bottom; of the cargo 300 tons were jettisoned. She was boarded by a large number of Arabs, who would afford no assistance, but robbed the ship. There was a crew of 20 men. No loss of life. (Not shewn on the wreck chart, being without its limits.)

12. The British screw steamer CITY OF CAMBRIDGE [of 2,329 tons register, belonging to the City Line of steamers, official number, age, and class, not stated], from Calcutta with a general cargo bound for London. On the 24th of January about 4-30 A. M. she was proceeding up the Hooghly River in pilotage charge of Mr. Taylor; it was dark, with a strong tide running; the steamer was on the pilot vessel's port quarter, and was heading in the same direction, and as soon as she was nearly clear ahead of the pilot vessel *Cassandra*, the helm was starboarded, and the tide swung her stern towards the pilot vessel's head, and her jibboom slightly touched the steamer's starboard mizen rigging. Every effort was made to avoid the collision, but on account of the strength of the tide it was found impossible. The damage was trifling. No cargo injured. No lives lost.

13. The British iron steamer DISCOVERER [of 1,455 tons register, belonging to Liverpool, official number 76484, barque-rigged, age 10 months, class not reported], from Calcutta with 2,500 tons of general cargo, bound to Bombay, grounded on the southern edge of the flat in Kaffray Reach whilst proceeding down the River Hooghly under pilotage charge of Mr. T. Syvret at 9-15 A. M. of the 28th January. Efforts were made by the crew, and anchor boats employed to get her off, and the services of the steam tugs *Electric*, *Hunsdon*, and *Mary Stuart* were in requisition at different times, but proved unsuccessful. The vessel remained aground, and being lightened by discharging cargo, at 2 A. M. of the 30th January her bow swung to the eastward right across the tide, her heel being still on the flat, when with the aid of her steam power she came off and swung to the anchor that had been laid out by the anchor boats. The vessel re-shipped her cargo and proceeded on her voyage without having sustained any apparent injury. No loss of cargo. Crew of 42 men. No lives lost. [On account of the vessel having left port no Court of Enquiry was held, as without the witnesses it would have been useless; but the Port Officer, Calcutta,

considered the pilot guilty of carelessly navigating the vessel by having her out of the authorised channel, in being negligent of his duty in not using the lead, and unskilfully putting the helm the wrong way when the vessel first touched the bottom; and recommended that he be placed on half allowances: the Government of Bengal approving of this, ordered Mr. Syvret to be reduced to half pay for a period of 12 months. The pilot has since resigned the service.]

14. The British ship GERALDINE PAGET [of London, $1199\frac{80}{100}$ tons register, official number, age, and class, not given], bound from Calcutta to London with a cargo of seeds, jute, &c. At 9 P. M. on the 30th January, whilst lying off No. 3 Jetty, Calcutta, in the River Hooghly, smoke was discovered in the carpenter's shop. The master with the crew immediately got the pumps and hose and broke out the cargo from the main hatch. At about 10 P. M. the jute on board was found to be on fire under the engine-room and deck; the hose was got into play and assistance was given by the Port Commissioner, the crews of the ships *Aminta* and *Coleroon*, whilst coolies were engaged in taking out the cargo. By joint efforts the fire was entirely extinguished at 1-30 A. M. of the following day. The deck was much charred, and about 180 bales of jute, besides some loose jute, and some bags of linseed and lac-dye, were destroyed; a portion of the damaged jute was subsequently sold by public auction. No lives lost. The master and crew were unable to ascertain the cause of the casualty.

15. The British screw steamer TEVIOT [of London, 1,261 tons register, brig-rigged, official number 65612, classed A1 100, iron, age 6 years], which had been moored near the bank off the ex-King of Oudh's palace at Garden Reach, Hooghly River, whilst being turned during flood she stranded at 10-30 P. M. of the 31st January on the Bishop's College sand. The vessel was forced bodily on to the sand and dragged both anchors, but she floated next tide without having sustained any damage. She was carrying 2,000 tons of general cargo from Calcutta bound to Bombay. No cargo damaged. Carried a crew of 47 men. No lives lost. This accident was caused by the pilot not having allowed sufficient room for swinging.

16. The British screw steamer ORION [of 1,965 tons register, belonging to the Star Navigation Company Limited, official number, age, and class, not stated], whilst proceeding up the River Hooghly in pilotage charge of Mr. C. Heard grounded at 1-5 P. M. on the 31st January on the Budge Budge sands. The helm was immediately ordered to be put hard a-port and the engines ahead full speed; the tide setting her more on to the sands she unfortunately stopped, but after having discharged some cargo, and with the assistance of the steam tug *Defiance*, the vessel floated at 2-50 P. M. on the 2nd February and proceeded up to town. The *Orion* received no substantial injury. She was from Liverpool with a general cargo for Calcutta. No damage to cargo. No lives lost. [A Court of Enquiry assembled at Bankshall, Calcutta, on the 13th February, under section 2 of Act XII of 1859, to investigate the circumstances attending this casualty, which decided that the grounding was caused through her pilot, who was careless in the execution of his duty. He was suspended for a period of 12 months. But the Lieutenant-Governor modified the sentence, and directed that Mr. Heard be suspended for 6 months only.]

17. The British iron steamer ALBULA [1,221 tons register, of South Shields, official number 69871, schooner-rigged, 10 months old, classed A1 100, in 1877], on her passage from Suez to Bombay with a cargo of coals. On the 2nd February, when about 140 miles W. $\frac{3}{4}$ S. from Aden, she met with a slight accident to her machinery owing to the low-pressure piston breaking. No cargo damaged. Crew of 29 men. No lives lost. (Not shewn on the wreck chart, being beyond its limits.)

18. The Swedish ship BELLA GADITANA [of 741 tons register, class, official number, and age not given], from Calcutta to Rangoon. The vessel, whilst going down the River Hooghly on the morning of the 6th February in pilotage charge of Mr. F. D. Bellew, grounded on the flat just below Sangeral Bazar, owing to the port chain and starboard anchor not being let go in time, and partly through trying to avoid a collision with the ship *Candahar* towing up. At 8-30 A. M. she swung to the ebb and laid alongside the flat until the flood made, when she floated at 1 P. M. On the following day, in sheering over to Sangeral sand to avoid a collision with the ship *City of Hankow*, outward

bound, this vessel again touched the sand at 8-30 A. M., where she remained until 2-30 P. M., when she was hauled off with a hawser and kedge. No injury to the vessel occurred. No cargo damaged. No lives lost.

19. The Peninsular and Oriental Steam Navigation Company's screw steamer KHEDIVE [of 3,742 tons register, class, official number, and age not stated], whilst steaming down the River Hooghly on the 7th February under pilotage charge of Mr. W. H. Lindquist, collided with the *City of Manchester* when a little above Panzans Creek at Moyapore. The vessel sustained no damage, and she immediately proceeded on her voyage to London. No cargo lost. No lives lost.

20. The British steamer CITY OF MANCHESTER [of 3,125 tons register, belonging to the City Line of steamers, official number, class, and age not reported], from Calcutta to London, whilst going down the River Hooghly at 2 P. M. on the 7th February in pilotage charge of Mr. John Taylor, and on rapidly passing the *Khedive* at Moyapore, collided about 22 feet forward of the taffrail, carrying away 47 feet of the rail, 8 stanchions, and cracking the top after-plate. No cargo damaged. No loss of life.

21. The British wooden barque ANNIE [of Scarborough, $448\frac{68}{100}$ tons register, 9 years old, official number 62862, classed AE at Sunderland for 11 years], on her voyage with a cargo of ballast from Galle bound to Chittagong stranded at 7-30 P. M. of the 12th February to the S.S.W. of Norman's Point Light, at the entrance to Kornafuli River. The casualty was caused by the master not paying better attention to the soundings, and to his not keeping the vessel further out from the coast. The vessel received no injury whatever. Carried a crew of 14 men. No loss of life.

22. The British screw steamer ORION. This vessel, whilst proceeding down the River Hooghly on her homeward voyage on the 15th February, under pilotage charge of Mr. J. Dyer, grounded on the bank in No. 3 Track at Moyapore. This was a very slight casualty, only delaying the vessel for a few minutes. [See paragraph 16.]

23. The British ship TINTERN ABBEY [of 1,373 tons register, belonging to London, wooden, official number 69628, age 4 years, classed at Quebec 3/3 Veritas]. The vessel when near the Commissioners' Wharf at Kamakasit, Rangoon River, at 11-40 A. M. on the 17th February, the barque *Scawfell*, having broken adrift from her moorings, fouled her, causing damage to the amount of £300. The *Tintern Abbey* was loading a cargo of rice for Madras. Crew of 27 men. No loss of life.

24. The British wooden barque SCAWFELL [of South Shields, 818 tons register, classed A1 at Lloyd's, official number 21470, 19 years old], whilst lying at anchor at Kamakasit, off the Commissioners' Wharf in Rangoon River, she parted from her cables, and, drifting from her moorings, collided with the ship *Tintern Abbey* at 11-40 A. M. of the 17th February. Attempts were made to get other anchors ready, but not in time to prevent the collision. The cables were old and of inferior quality. She was seriously injured. Value of damage not given. She was carrying a cargo of rice and paddy from Rangoon to Cochin. Crew of 20 men. No lives lost.

25. The British steam ship PRESNITZ, of 1,639 tons register, bound to Bombay, slightly tailed the bank on going down the Hooghly River about 200 yards below Muteea Brooj Ghât on the morning of the 18th February. The vessel did not stop a moment on the bank, but immediately gathered headway and proceeded without any apparent injury.

26. The Native padow DHANPRASAD [belonging to Bombay, 27 tons register, official number 4047, wooden, class and age not known], from Calicut bound to Broach with a cargo of rice, mangoe-wood planks, and bamboos. On the 19th February she stranded about a mile and a half from the mouth of the Mehim Harbour near Tarapur, on the Bombay Coast, caused by very heavy weather. The cargo was partially lost; it was valued at Rs. 334. No damage was done to the vessel. No loss of life.

27. The British ship BLAIR ATHOLE [of 1,697 tons register, age, class, official number, &c., not reported], from London to Calcutta with a general cargo. Whilst coming up the River Hooghly at 2 P. M. of the 20th February in pilotage charge of Mr. R. C. Rutherford, when on arriving at Nynan from the Western Gut, with a strong flood tide, it was perceived that the Nynan Lump

buoy had drifted to the northward and into the channel, but the vessel being unable to go inside in time to avoid fouling was compelled to go to the westward, and in doing so was hauled into the Fulta bight across the tide, where she took a heavy sheer, which thereby caused her to ground on the Fulta Point. The vessel in the course of a few minutes floated and sailed up to town. No injury to the hull. No loss to life.

28. The British ship QUEEN OF SCOTS [registered tonnage, official number, age, and class not reported], whilst proceeding down the Chittagong River on the 21st February under pilotage charge of a native named Toffer Ali, took the ground at 9 A. M. and lay across the stream with a strong list to port, but came off again and was anchored as the tide made. She commenced to drop down the river with the starboard anchor on the ground at high water. At 7 P. M. the anchor of the *Queen of Scots* hooked the cable of the barque *Southport*, and both vessels collided. The *Southport's* upper fore-topsail yards and some braces were carried away. At midnight the *Queen of Scots* got clear of the barque and anchored in 7 fathoms of water. No cargo damaged. No loss of life. [A Court of Enquiry was held on the 23rd February at Chittagong, and the pilot was found guilty of want of professional knowledge and incompetence in having grounded the ship. The fouling being a pure accident, the pilot was not to blame on that score; but for causing the vessel to ground, he was fined Rs. 20, or 15 days' wages.]

29. The British iron screw steamer HALLAMSHIRE [of West Hartlepool, 874 tons register, schooner-rigged, 3 years old, official number 72649, classed A100 at Lloyd's], on her voyage from Jiddah with 880 tons of coal and 600 tons of general cargo to Maskat, Bushire, and Basrah, stranded at 11 P. M. on the 22nd February, 12 miles south of Ras-el-Hadd, east coast of Arabia. No land appears to have been seen after sighting Ras Madraka until the steamer touched, and the master discovered he was so near the shore only when the very thick haze lifted from the land. After the greatest exertions on the part of the crew, and jettisoning 258 tons of coal and 12 tons of iron, the vessel was got off, but her rudder and rudder-post were broken. She then proceeded on her voyage to Maskat. Crew of 25 men and 237 pilgrims. No loss of life. (Not shewn on the wreck chart, being without its limits.)

30. The British iron screw steamer COMMONWEALTH [of Newcastle, 1,401 tons register, schooner-rigged, official number 76202, one year old, classed A1 100 at Lloyd's], from Cardiff with a cargo of coals to Bombay. About 11 A. M. on the 26th February, the vessel, owing to her having gone against her helm, struck the side of the Suez Canal, Red Sea. She had her plates bent and 4 frames broken on the port bow. Crew of 24 men. No lives lost. (Not shewn on wreck chart.)

31. The British iron screw steamer PEER OF THE REALM [of Newcastle, 1,182 tons register, official number 70251, schooner-rigged, 2 years old, classed A1 90A at Lloyd's], on her voyage from Galle to Liverpool with a cargo of 2,113 tons of rice, stranded at 2-20 A. M. of the 28th February on the east side of the Island of Socotra in the Arabian Sea. No damage was done to the vessel. About 600 tons of cargo were jettisoned. Crew of 25 men. No loss of life. This casualty was caused by want of good look-out on the part of the chief officer. (Does not come on the wreck chart.)

32. The British ship ELLEN PEMBROKE, of 1,934 tons register, whilst going down the River Hooghly in tow of the tug *Bombay* at 9-55 A. M. of the 1st March, after crossing Moyapore, and about to pass the tug *Rattler* on her starboard side, she took the ground off Devil's Point, but floated after a few minutes. No damage.

33. The British steamer TELFORD, whilst going down the Hooghly River at 11-15 A. M. on the 2nd March, her starboard bilge took the flat when between the Nun buoy, off the northern boundary pillar, and Rajgunge, but did not stop. She sustained no damage.

34. The Swedish wooden barque DAPHNE [714 tons register, of Gefle, classed at French Veritas *L 3/3 for 11 years, official number not stated, age 9 months], from Rangoon to Cardiff. About 5-30 P. M. on the 2nd March, when in pilotage charge of Mr. Wright, the vessel stranded near Hastings Shoal (the red buoy bearing S. ½ W., distant 150 yards), Rangoon River, Burma Coast. At the time of the casualty it was ebb tide, the weather clear, and

the soundings gave 18 feet. The *Daphne* sustained serious damage to the extent of £2,300. This casualty was purely accidental. Cargo of 1021 tons of rice, not damaged. Crew of 19 hands. No lives lost. [A Court of Enquiry was convened at Rangoon on the 11th March, under section 24 of the Rangoon Pilot Rules, when it was decided that no blame could be attached to the pilot, in the face of the evidence deposed by the witnesses, who, it appears, were intimately acquainted with the navigation of the river, and supported his judgment in the course he took. The pilot was accordingly discharged.]

35. The Native pattimar SAVACESULLAMTEE [of Tanna, 118½ tons register, official number 3,889, wooden, 38 years old], sailing from Calicut to Beypore with a cargo of 143 tons of salt, struck on the patch of rocks to the N.N.W. of Coote Reef, Malabar Coast, at 6-15 A. M. of the 5th March, and sprung a leak. The tindal on leaving the inner anchorage at Calicut steered direct for the patch of rocks which he was not aware extended so far north. The vessel sustained damage to the amount of Rs. 200. No cargo lost. Carried a crew of 20 men. No lives lost.

36. The British iron screw steamer SESTOS [of London, 784 tons register, schooner-rigged, age 5½ years, official number 65,742, classed A 100], on her passage from Bushire with 180 tons of general cargo to Basrah, and having on board a crew of 25 men and 35 passengers, stranded at 10-50 A. M. on the 5th March in the Basrah River, Persian Gulf, in latitude 29° 51′ N., and longitude 48° 35′ E. The vessel received no injury whatever, nor was the cargo damaged. The casualty is attributed to the want of a proper survey of the river, as also to the carelessness of the pilot in not keeping to the channel. No loss of life. (Not shewn on the wreck chart, being without its limits.)

37. The British iron ship EBLANA [of Liverpool, 1,251 tons register, official number 50479, 14 years old, classed A1 100 at Lloyd's], from Rangoon to the Channel for orders, whilst lying at anchor at Rangoon was run into at 2-30 A. M. on the 8th March by the barque *Belle of Arvon*. The casualty was caused by the latter vessel anchoring too close to the *Eblana* when off the Dalla Creek, in Rangoon River, Burma Coast. The *Eblana* sustained damage to her yards, &c., to the amount of £100. Cargo of rice. No damage. Crew of 28 men. No lives lost.

38. The British iron barque BELLE OF ARVON [of 922 tons register, belonging to Liverpool, 2 years old, official number 74541, classed A1 at Liverpool Lloyd's for 20 years], from Liverpool with a cargo of coals to Rangoon. The vessel by anchoring in too close proximity to the ship *Eblana* collided with her at 2-30 A. M. of the 8th March off the Dalla Creek in Rangoon River, Burma Coast. The vessel injured her bowsprit and jibboom, and sustained other damage. No loss of cargo. The crew consisted of 20 men. No lives lost.

39. The American ship GARIBALDI, of 1,431 tons register, bound for Bombay, tailed the flat off the creek at Fisherman's Point, Hooghly River, at 11-15 P. M. of the 8th March, but was afterwards hauled off with a three-inch line by the tug which was anchored abreast. No damage.

40. The British screw steamer NELSON [of London, 874 tons register, official number 63634, age 7 years, iron, schooner-rigged, classed at Liverpool Lloyd's for 20 years], on her passage from Aden with 1,483 tons of rice to Suez stranded at 7-40 P. M. on the 10th March 6 miles S. S. E. of Ras Ghow in the Gulf of Aden. The cause of the casualty is attributed to defective compasses and charts, and also to bad look-out on the part of the chief officer. The steamer lost her two kedges and warps. No cargo lost. Crew of 29 men. No loss of life. (Does not come on the wreck chart.)

41. The British iron ship FLINTSHIRE [of Liverpool, 1,226 tons register, classed at Lloyd's A1 100, age 18 months, official number 74557], from Liverpool with coals. On the 13th of March at 8-30 A. M., in consequence of her cable parting, she collided with the *Theophane* (striking her amidships) in the Rangoon River, Burma Coast. The *Flintshire*, which was under pilotage charge and steam towage, received partial damages, amount not reported. The *Theophane* had one bow-plate broken. Crew of 26 hands. No lives lost.

42. The British ship NEWCASTLE [of 1,137 tons register, official number, age, and class not given], left Moreton Bay, Queensland, on the 10th January with 720 tons of Brisbane coals bound for Calcutta. On the 15th of March, whilst in latitude 15° 54′ N., and longitude 87° 2′ E., a peculiar smell was discovered

arising in the 'tween decks, and on searching for the cause it was found by driving an iron bar into the coals that they were heated, and that the fire originated near the port side of the after-hatch. On the 16th about 30 or 40 tons of cargo were thrown overboard, and by this time the fire rapidly increasing, the hatches were battened down to exclude the air, the hand pumps were started, and three planks in the lower deck were cut away to allow use of hose. The fire was subdued, when again at 2-30 A. M, on the 19th smoke and gas suddenly burst forth, and the ship's side and bow-knees being intensely hot the engines were started again, and all the boats were got in readiness to leave the ship, if necessary; but the crew were successful in keeping the fire under control till the 21st, when she was towed up to Calcutta. On arriving there, coolies were employed in discharging cargo, and with the assistance of the river fire-engine succeeded in entirely extinguishing the fire. The ship's ceiling on port-bilge and part of the sister kelson were burnt. To what extent the cargo was damaged was not reported. No lives lost.

43. The British iron ship SANDHURST [of London, 1,530 tons register, official number 77049, 6 months old, classed AA1], left Glasgow on the 21st December 1877 bound for Bombay with a cargo of 2,200 tons of coals. At 12-30 A. M. of the 17th March, when in latitude 31° 31′ S., and longitude 66° 40′ E. (South Indian Ocean), the vessel was suddenly dismasted during a violent whirlwind. Damage was caused to the extent of £1,500. No damage to cargo. Crew of 28 men. No loss of life. (This casualty is not shewn on the wreck chart, being without its limits.)

44. The French steamer FRANCOIS PREMIER [of 1,405 tons register, class, official number, and age not given]; whilst going up the River Hooghly on the 19th March in pilotage charge of Mr. G. J. Smart, took a sheer and carried away the starboard hawse pipe. The port anchor was let go, and a kedge got over on starboard bow to act as a hawse pipe, but when weighing the port anchor it was found that the tide was too strong, and the vessel was drifting bodily up before the anchor took again; and as there was a difficulty in paying out chain over a broken windlass, and no hawse pipe, she grounded on Hog River sand near Fulta. The Indian Government steamer *Clyde*, outward bound, came to her assistance to try and float her, but was unsuccessful, as she had not sufficient power. On the afternoon of the 23rd the steam tug *Bombay* lashed alongside and towed her up to town. No damage to the vessel or cargo. No loss of life.

45. The British wooden ship SERINGAPATAM [of Liverpool, 1,128 tons register, official number 72935, age 2 years, classed at Veritas A1 for 9 years], from Galle to Negapatam with a cargo of ballast. The vessel at 9 P. M. of the 2nd April was drifting, endeavouring to wear, but there being a strong northerly current and the night dark she canted the wrong way and fouled the ship *Early Morn* in Negapatam Roads, Coromandel Coast; Negapatam Light bearing W. ½ S. Attempts were made to avoid the collision, but proved futile. The damage to the vessel amounted to Rs. 600. She carried a crew of 23 men. No lives lost.

46. The British wooden ship EARLY MORN [of Dundee, 1,056 tons register, official number 50714, 14 years old, classed A1 at Lloyd's for 18 years], was at Negapatam with a cargo of paddy and rice from Akyab. On the 2nd April at 9 P. M., whilst lying at anchor in Negapatam Roads in 4¾ fathoms, the *Seringapatam* came into collision with her and thereby caused damages to the extent of about Rs. 600. The cause of the accident is attributed to a strong northerly current. No cargo damaged. Crew of 20 men. No loss of life.

47. The British India Steam Navigation Company's iron screw steamer MADRAS [of Glasgow, 545 tons register, brig-rigged, official number and class not stated, 14 years old], from Akyab. Whilst proceeding up the Chittagong River on the 4th April, and when off the Sudder Ghât, a sampan, with 5 persons on board, was capsized by having got too close to the screw, precipitating the men with their baggage into the river. They were afterwards rescued, but with difficulty. The steamer sustained no damage. No cargo lost.

48. The British iron paddle steamer NAGOTNA [of Bombay, 162$\frac{59}{100}$ tons register, schooner-rigged, official number 30635, age 13 years, class not reported], from Goa to Bombay. At 2 A. M. on the 6th April, when off Jaighur, near Ratnagiri, on the Bombay Coast, the native muchwa *Rampursad* ran into the forepart of the paddle-box, which caused the muchwa's stem to open out

and the vessel to sink immediately. No damage to steamer. No cargo lost. No lives lost. [A Court of Enquiry was held at Bombay on the 26th April,—see Wrecks, No. 11.]

49. The British steam ship PEMBA, of 1,536 tons register, bound to Rangoon and Maulmain, on going down the River Hooghly on the 8th April at 9-35 A. M., shouldered her anchor and grounded on the flat off Nynan, and remained so till the tide rose at 11 A. M., when she backed off and swung to her anchor. No damage.

50. The Native wooden pefow ROOPAREL [belonging to Surat, 27½ tons register, official number 2458, age and class not stated], left Bombay on the 28th March, bound for Surat, with a cargo of 40 tons of coal. At about 11 A. M. on the 13th April she stranded, owing to heavy weather and rough sea, upon a shoal near the bar at Surat, about half a mile off Dandi, east coast of the Cambay Gulf. The vessel was damaged to the extent of Rs. 600. The cargo was partially lost. Crew of 9 men. No loss of life.

51. The British wooden barque DUKE [of North Shields, 387 tons register, official number 56731, 10 years old, classed A1 at Lloyd's for 3 years], was bound from Dhámra with a cargo of 561 tons of rice to Cochin, and had on board a crew of 11 men. On the 16th April the vessel, whilst going down the Baiturni River, grounded several times, and eventually stranded on the Chandpal bar, where she remained for eleven days, but after discharging her cargo she was got off. She received only slight damage. This casualty was caused by the vessel not keeping more to the north side of the bar. No cargo damaged. No lives lost. [Under Section 4 of Act IV of 1875 a special Court of Enquiry was held at Chandbáli in May, when the master was found guilty of grave misconduct in not having done all in his power to protect the interests committed to his care, and his certificate was suspended for a period of 9 months.]

52. The British barque FLORENCE [of 809 tons register, class, official number, and age not stated], from Madras bound for Calcutta, stranded at 9-45 A. M. on the 19th April on the flat above the northern point of Huldea River in the River Hooghly. She was proceeding up in pilotage charge of Mr. S. E. Walker, and after passing the Huldea buoy an eddy took the vessel on her starboard bow, and although the helm was put hard a-port, the yards braced upon starboard tack, and head yards squared, she ran aground. On the 20th endeavours were made to get her afloat with the aid of a steam tug, but in vain. The master then proceeded to Calcutta and returned on the 24th with the steam tug *Vulcan* and cargo boats, and at 10-30 P. M. of the 30th she floated with the night flood tide. The vessel apparently received no damage. No loss of cargo. No lives lost.

53. The American wooden ship SARAH HIGNETT [of Boston, 1,419 tons register, official number 23800, age 10 years, classed Bureau Veritas 3/3 LII], from New York bound to Calcutta with a crew of 21 hands and a cargo of kerosine oil, whilst lying at her moorings at Garden Reach, Hooghly River, was run into by the ship *Benares* at 6-20 A. M. on the 28th April. The *Sarah Hignett* was unable to take any steps whatever to avoid the collision. She sustained serious damage, but to what amount was not stated. No cargo damaged. No lives lost.

54. The British iron barque BENARES [of Glasgow, 1,045$\frac{77}{100}$ tons register, official number 76765, one year old, classed 100 A1], from Calcutta with a general cargo bound for London, collided with the ship *Sarah Hignett* at 6-20 A. M. of the 28th April off Garden Reach, Hooghly River. The *Sarah Hignett* was lying at her moorings and was made fast head and stern. The fault of this collision is attributable entirely to the *Benares*, which ship, assisted by the steamer *Oorya*, was attempting to turn round prior to proceeding out of the river. The *Benares* sustained no damage. No loss of life.

55. The British iron screw steamer BRAZILIAN [of 1,360 tons register, official number, class, and age not stated], whilst proceeding down the River Hooghly under pilotage charge of Mr. S. Bartlett, grounded at 9 A. M. of the 8th May on the upper part of Fulta sand. She floated at 11-30 A. M. with the first of the flood tide, and proceeded on her voyage to Bombay without having received any damage. No loss of cargo. No lives lost.

56. The British iron screw steamer CHINA [of 1,037 tons register, official number 27199, 23 years old, class not stated, is a mail steamer belonging to

the Peninsular and Oriental Steam Navigation Company]. On the 9th of May the fore-hold was filled with cargo and finished stowing; the hatches were locked and tarpaulins spread. Shortly afterwards a report was made that smoke was issuing from the fore-hatch, when immediately the steam-pumps were got to work, and on taking off the gratings to see where the fire was, it was found to be forward of the hatchway. The smoke becoming denser, the second class cabin deck was scuttled and fire-hoses were placed down those apertures to smother the fire. The hatches were battened down; all air passages were covered with wet blankets and canvas to prevent smoke escaping. At 2 A. M. of the 10th the fire seemed to have been got under, and at 5 A. M., when the carpenter went down into the fore-cabin to report matters, he found no appearance of fire; but no sooner were the crew ready to discharge cargo, than the smoke commenced to issue in great volumes, when the pumps were again turned on; but the fire making headway, the fore-trysail, which was burning, was cut away. She was towed by the *Tunsah* from her moorings and grounded on the Sewree mud flat, Mazagon, and scuttled; speedy measures were taken to have boats lowered and to save as much of her property as possible. Assistance was rendered by the steamer *Khedive*, Port Trust barges, and Government fire-engines, and, by their energetic exertions and untiring application, they succeeded in extinguishing the fire at 11-40 A. M. of the 10th May. She was pumped out and floated on the 15th and towed to moorings, where, after discharging her cargo, she was taken into the Peninsular and Oriental Company's dock for repairs. The lower deck and second class cabin were entirely burnt, and the main and spar decks were badly burnt and charred. Of the cargo, the seeds, being of a more inflammable nature, burnt sooner than the cotton. The damage was estimated at £6,000 to £8,000. No lives lost. [A Marine Court of Enquiry was convened at Bombay on Friday, the 31st May, in accordance with chapter 2, section 3 of the Merchant Shipping Act IV of 1875, to ascertain the cause of the fire. The judgment of the Court was that there was no evidence to indicate the cause, but it was of opinion that the fire was probably due to the accidental dropping of some ignited substance through the grating hatch of the second class deck, or to undetected smoking on the part of the workmen whilst stowing the cargo. The master and officers were honourably acquitted.]

57. The British iron barque HAVILAH [of Dundee, 471 $\frac{89}{100}$ tons register, official number 58240, age 10 years, classed A1 at Lloyd's], left Gravesend on the 12th March bound for Colombo with a crew of 14 hands and a general cargo. About 9 P. M. on the 10th May, whilst in latitude 40° 10′ S., and longitude 12° 20′ E., South Indian Ocean, she encountered a storm, which partially damaged her, to the extent of £100. The chief officer was washed overboard. No cargo lost. (Not shewn on the wreck chart, being beyond its limits.)

58. The Native schooner ELIZABETH [of Colombo 31 $\frac{61}{100}$ tons register, official number 31115, age 10 years, class not stated], left Kalikari at 4 P. M. on the 12th May bound for Colombo with a cargo of 50 head of cattle and 175 sheep. The vessel was unseaworthy, and an hour after sailing she struck on Sheramoodeely-Tivo in the Gulf of Manár and sprung a leak. The crew tried to put her back, but before anything could be done she filled fast and sank when a mile off the port in about 2 fathoms of water. She was ultimately floated, pumped out, and towed to Kalikari for repairs. The damage sustained by the vessel was estimated at Rs. 100, and the value of the cargo lost was Rs. 2,065. She had a crew of 9 men and 15 passengers; 7 of the latter were drowned; the remainder were saved in a canoe which was sent from the shore.

59. The French screw steamer FRANCOIS PREMIER [of 1,405 tons register, official number, class, and age not given], was on her outward voyage from Calcutta to Bombay. About 6-30 A. M. of the 12th May, whilst proceeding down the River Hooghly, the vessel anchored at Nynan in 4½ fathoms of water. At 10 P. M. a heavy north-west squall blowing, veered to 45 fathoms to the hawse. At 4-20 A. M. on the 13th the steamer took a broad sheer to westward, and shouldering her anchor took the edge of the Shibgunge sands and drifted to a position about 400 yards south-west of the Nynan flat buoy. At 6 A. M. on the following day she floated and swung to the flood, and proceeded to sea without having sustained any damage. No loss.

60. The British wooden barque TETNAN [of London, 438 tons register, official number 28381, age 16 years, classed A1 at Lloyd's for 7 years from

1876], from Rangoon to Negapatam with a cargo of rice and paddy. At 7 A. M. on the 14th May, whilst lying at anchor in the Negapatam Roads in 4 fathoms of water, the barque *St. Michael*, in attempting to cross the *Tetnan's* bows, came into collision with her and caused damage to the amount of Rs. 200. Carried a crew of 13 men. No cargo lost. No lives lost.

61. The British wooden barque ST. MICHAEL [224 tons register, of Rangoon, official number 69545, 27 years old, not classed], arrived in the Negapatam Roads on the 14th May with ballast from Pamban, and when taking up her anchorage, owing to the wind having suddenly fallen to calm, she drifted with the current, which was very strong at the time, and fouled the bows of the barque *Tetnan*. Negapatam light-house bearing W. by N. No material damage to vessel. No loss of life.

62. The Native mahagiri LUXMEE [of Tanna, 22 tons register, official number 4118, class not. stated], from Rewadunda to Alibagh (7 miles north of Rewadunda), Bombay Coast, laden with fuel and karvi. On the 15th of May, whilst near Alibagh fort, she was driven ashore by the strong spring tide which was running at the time and helped by the wind, which was moderately strong. The yard and mast of the vessel were broken, and 60 logs of wood and 135 bundles of karvi were lost. Crew of 7 men. No loss of life.

63. The Native muchwa LUXUMEE [of Honore, 13¼ tons register, official number 940, age 31 years], from Coompta with a cargo of 58 bales of cotton bound to Carwar. At 4 P. M. on the 16th May, whilst under full sail, she experienced very strong winds when between Tudri and Gokrun on the Bombay Coast, which caused damage to the extent of Rs. 150; of the cargo 22 bales of cotton were lost, valued at Rs. 880. Crew of 5 hands. No loss of life.

64. The British ship SAINT JAMES [of Liverpool, 1,161 tons register, official number 53847, wooden, age 12 years, class not stated], from Rangoon with a cargo of timber for Bombay. At 6 A. M. of the 18th May, owing to a heavy sea striking her, she sprung a leak, whilst in latitude 15° 4′ 15″ N., and longitude 95° 3′ 30″ E. in the Gulf of Martaban. No damage to cargo. Crew of 40 men. No loss of life.

65. The British wooden ship ARUNDEL [of Bombay, 1,249 tons register, official number 44854, age 16 years, class A1½, in American and Foreign Lloyd's at Calcutta], left Maulmain on the 17th May with a cargo of 1,362 tons timber for Calcutta. It appears that the vessel before getting clear of the land encountered a heavy gale on the 19th May from the S. S. W., and, being within the influence of the strong tides of the Gulf of Martaban, was obliged to anchor with 70 fathoms of cable about 8 miles S. S. W. of Double Island, to avoid being set up the Sittang River. She rode out the gale, but the forecastle deck being started she was compelled to put back to Maulmain for repairs. The vessel sustained damage estimated at Rs. 10,000. Crew of 49 men and 1 passenger. No loss of cargo. No lives lost.

66. The British wooden ship BURMA [of Glasgow, 1,175 tons register, official number 50713, 14 years old, class not given], left Rangoon on the 14th May bound to the Channel for orders, with a cargo of 1,411 tons of timber and cutch. On the 20th of May at 8 A. M., when in latitude 14° 50′ N., and longitude 94° 30′ E., Gulf of Martaban, very heavy weather caused the vessel to leak. The pumps were used as much as possible, and a wind-mill pump was constantly at work; but the depth of water in the hold was increasing so rapidly that she was obliged to run back 250 miles to Rangoon for shelter, and when she arrived, 8 feet of water was found in her hold. Crew of 22 men and 1 passenger (the captain's wife). The vessel sustained slight damage, to what extent not stated. No damage to cargo. No lives lost.

67. The British iron barque DINAPORE [1,047 tons register, of London, official number 47612, age 14 years, classed * AALL], left Liverpool on the 13th March coal-laden bound to Bombay. At noon of the 20th May she encountered a strong gale with high sea in latitude 39° 55′ S., and longitude 31° 14′ E., South Indian Ocean; the vessel lost her top-gallant bulwarks and a boat. No cargo nor lives lost. (Is not entered in the wreck chart, being beyond it limits.)

68. The British barque SUFFOLK, of 974 tons register, from Colombo for Calcutta, whilst coming up the Hooghly River grounded at 4-30 P. M. on the 26th of May, near Fulta Point, in consequence of her having been kept a little too far out. She got off without any damage. No loss of life.

69. The British iron screw steamer ARCOT [belonging to the British India Steam Navigation Company, Glasgow, of 1,132 tons register, schooner-rigged, official number 63809, age 7 years, class unknown], from Persian Gulf to London with a general cargo. About 7 A. M. on the 28th May, whilst at anchor in Kurrachee Harbour, Sind Coast, the steam ship *Punjaub*, on being moored alongside the steamer ARCOT, came into collision with her and caused damage to the *Arcot's* stanchions, rails round stern and rudder, &c. Efforts were made to let go the anchor, but on account of the hard nature of the bottom, and the wind being on her starboard quarter, and the small headway which the *Punjaub* had on her, did not stop her in time to avoid the collision. The *Punjaub* received no damage. No cargo or lives lost.

70. The British wooden schooner FIREFLY [of about 15 tons register, of Chittagong, no official number and class, 5 years old], got aground at Monier Khal in Chittagong River during a cyclonic gale which occurred at noon of the 3rd June. Whilst aground she was fouled by a cargo boat. She is a Government vessel usually employed in carrying opium and treasure to Cox's Bazar. She floated again as the tide made. She sustained trifling damages; amount not stated. Nine men on board. No lives lost.

71. The Native wooden schooner ROHOMANEE [of Chittagong, 137 tons register, flying British colours, official number 1, no class, built in 1877], from Akyab to Chittagong with a cargo of 300 maunds of cotton. At noon of the 3rd June, when in the Chittagong River, she was driven ashore at Moish Kallee during a cyclonic gale; she remained aground for a short time only, and got off again without sustaining any damage. No cargo or lives lost.

72. The Native pattimar NAHGIN [of Bombay, 113¼ tons register, official number 3823, 18 years old, no class], with a general cargo from Cochin to Bombay. On or about the 3rd June the vessel was wilfully abandoned near Narakel, owing to the crew taking fright at the dark cloudy weather at the burst of the S. W. monsoon. She was afterwards found at anchor three miles above Narakel reef buoy, on the Malabar Coast. The casualty might have been avoided had she put into Narakel for refuge. No cargo lost. Crew of 14 hands. No loss of life.

73. The Native wooden brig FOZUR ROHOMAN [of Chittagong, 208 tons register, sailing under British colours, official number 12, no class, age 6 years], from Colombo bound to Chittagong. At about noon of the 3rd June, whilst lying in the Chittagong River, she was driven ashore during a cyclonic gale at Moish Kallee, but was floated again as the tide rose. She sustained very slight damage. No cargo on board. Crew of 8 men. No lives lost.

74. The British wooden brigantine RATTLER [of Akyab, 64 tons register, official No. 41037, no class, age 12 years], from Akyab to Chittagong. Whilst lying off Bulloch Brothers' Jetty in the Chittagong River, she was driven ashore during a cyclonic gale, which occurred at noon of the 3rd June; by the unremitting exertions of the crew she was got off before the tide fell. No damage to vessel. No cargo on board. No lives lost.

75. The British ship ASTRONOMER [of 1,024 tons register, official number, age, and class not reported], from Calcutta bound for Mauritius. At 10 A. M. on the 5th June, whilst proceeding down the River Hooghly in pilotage charge of Mr. F. D. Bellew, grounded on a lump near Fultah. It appears that she was in tow of the steam tug *Enterprize*, which was going full speed at the time, and the ship's hawser parted. The steamer's hawser was cut, and the ship took one roll to port and then swung nearly fair up the river. The vessel was aground only 30 minutes when she floated and continued her voyage without sustaining any visible damage. No cargo or lives lost.

76. The British Oriental Steam Navigation Company's iron barque-rigged screw steamer GARONNE [of Liverpool, 2,468 tons register, official number 65855, age 7 years, class not stated], from Adelaide bound for London with a general cargo and having on board a crew of 116 hands and 394 passengers. At about 10-25 P. M. on the 6th of June she stranded in South Bay, Ras Hafoon, owing to the master making an undue allowance for the current. The steamer by the help of her engines, and after jettisoning 150 tons of cargo, floated at noon of the 9th. No damage was done to the vessel. Two passengers landed, against the advice of the master, and were drowned, on return of the boat.

A life-boat with six men under the charge of the second officer and a passenger (formerly master of a vessel) proceeded along the coast towards Guardafui for the purpose of obtaining assistance from passing vessels. In the meantime, with the help of the passengers and crew, the *Garonne* was floated. The Indian Government steamer *Kwantung* and Her Majesty's ship *Wild Swan* were sent from Aden to make a diligent search for the life-boat, but returned without having seen it. The crew of the life-boat were finally picked up and conveyed to Galle. (This casualty is not shewn on the wreck chart, being out of its limits.)

77. The British screw steamer PESHAWUR [of Greenock, 2,103 tons register, belonging to the Peninsular and Oriental Steam Navigation Company, official number 65641; age 7 years, class not reported], from Southampton bound for Calcutta with a general cargo. The steamer, whilst coming up the River Hooghly at 5-30 A. M. on the 25th June, ran ashore a little above Hooghly Point, but got off again within an hour, without having sustained any apparent damage. The accident was owing to eddy tide. No damage to cargo. No lives lost.

78. The British wooden barque CARLOTTA [of Newcastle, 574 tons register, official number 70231, age 3 years, classed at Sunderland for 11 years], was on her voyage from Cochin to Kurrachee in ballast and had on board a crew of 15 men, and the master's wife and two children. It appears that at 2-20 A. M. of the 8th June, when near the Hajamra mouth of the Indus, she is reported as having stranded in consequence of the strong current setting to the S. S. E. The lead was hove every hour and a good look-out kept. The weather seems to have been fine and a moderate breeze blowing from the S. W. by W. Assistance was rendered by the Indian Government steamer *Amberwitch* and the vessel was got off. She sustained damages to the amount of £150. No loss of life. (Not marked on the wreck chart, being beyond its limits.) A Court of Enquiry under section 5 of Act IV of 1875 was held at Kurrachee on the 1st July for the trial of the master, and the judgment arrived at was that the Court attached no blame to the master, and considered that he had done everything in his power to get the vessel off, but regretted he had not a more modern chart on board. The Court, under these circumstances, returned to him his certificate.

79. The British iron screw steamer CITY OF EDINBURGH [of Glasgow, 2,092 tons register, barque-rigged, belonging to the City Line of steamers, official number 73866, classed A1 100 at Lloyd's, age 2 years], bound to London with a general cargo. On the afternoon of the 8th June, whilst lying off the Government jetties in the River Hooghly, it was discovered that there was 6½ feet of water in the hold; the pumps were immediately set to work, and the cargo in the lower part of the hold was discharged. A survey was held, but there being no signs of leakage, it was presumed that the water must have entered the vessel by one of her sea-cocks, but it was eventually discovered that the three way-cocks had been left partially open. The sound portion of the cargo was re-shipped at once, and the damaged portion, which consisted of about 865 bags of linseed and turmeric, was sold. No damage to the vessel. No lives lost.

80. The British wooden barque VISCOUNT SANDON [of Chittagong, 437·7 tons register, official number not given, 4 years old, class not stated], from Rangoon bound to Chittagong with a cargo of earth-oil and paddy. At 10 P. M. on the 12th June, whilst in latitude 19° N., and longitude 92° 20′ E, Bay of Bengal, she encountered a westerly gale which threw her on her beam ends; the fore and main masts were lost, and the bowsprit cut away to save the vessel, and every precaution taken to prevent further mishap. Estimated damage to vessel Rs. 12,000; the cargo was partially lost, value not known. Crew of 25 men. No loss of life.

81. The British wooden ship WILD ROSE [of 1,572 tons register, belonging to Liverpool, Colonial built, official number 50733, age 14 years, classed A1], left Calcutta on the 5th June with a cargo of jute for Dundee. On the 14th whilst in the Bay of Bengal, she experienced squally weather and strong winds with a heavy head sea from the southward which caused her to labour very much and take in large quantities of water, but nothing could be done to stop the leak. The pumps were well attended to, but the leak having considerably increased she was got in-shore, where she remained for two days, and not finding it decreasing she returned to Calcutta on the 22nd. On the 27th, whilst lying off the Calcutta Docking Company's docks, and discharging cargo preparatory to going into

dock, the men observed smoke issuing from the fore and main hold of the vessel, but the master and officers, on making a search and not finding the fire, concluded that the smoke was vapour arising from the damp jute stored in the hold. Later in the day the smoke thickened, and fears being entertained as to the cause of it, the hatches were tightened down so as to prevent air getting into the hold and spreading the fire. She was towed by the Port Commissioners' steam barge, as also by the bridge steamer, to Sulkeah Ghât, and six feet of water pumped into her hold. Assistance was afforded by the Calcutta Fire Brigade and the River Police, and subsequently the water which was in the hold was pumped out. The cargo, valued at Rs. 2,66,033, was partly damaged; amount not stated. No lives lost.

There was no Court of Enquiry held as to the seaworthiness of this vessel when she left the port; but the Government of Bengal directed that the Officiating Assistant Port Officer and the Government Surveyor and Builder should attend the survey held in dock by Lloyd's Surveyor, and report. The pilot who conducted the vessel to sea was also called upon to report on her state while in his charge, and his report has been sent to Government, but not yet received in this Department.

82. The British wooden barque NESUTAN [of Liverpool, 934 tons register, official number 69321, 15 years old, classed at American Lloyd's], from Maulmain to the Channel for orders with a cargo of 1,156 tons of teak timber. On the 15th June she was compelled to anchor 12 miles S. S. W. of Double Island in a heavy sea for two spring flood tides, during which she laboured heavily; the stem was started, hawse-pipes broken, and the vessel leaking badly she had to return to port for repairs. Crew of 16 men. No cargo or lives lost.

83. The British ship ARES [of 514 tons register, official number, age, and class not given], left Calcutta for Port Littleton. Whilst proceeding down the River Hooghly on the afternoon of the 15th June in tow of the steam tug *Victoria*, and when near the centre eastern Bellary buoy, the steamer let go the ship's hawser, as a N.-W. squall came down, and the steamer got away on the ship's port bow; but being unable to recover herself, the ship let go her hawser, and as the steamer was pulling her to eastward, the vessel took the ground at about 4-30 P. M., between the lower eastern Bellary and upper eastern Huldea buoys, but floated again at 6-30 P. M. The vessel sustained no apparent damage. No cargo damaged. No lives lost.

84. The British wooden barque MARCHIONESS OF LONDONDERRY [of Calcutta, 699 tons register, official number 23464, 26 years old, class not stated], from Maskat on the 9th June with 900 tons of salt, sulphur, and cowries, bound to Calcutta. On the 17th of June, when in latitude 15° 5′ N., and longitude 67° E., Arabian Sea, the vessel sprung a leak, caused by very heavy weather, and had to put into Bombay for repairs. No damage to the vessel, but about 50 tons of the cargo were jettisoned. Crew of 39 men and 3 passengers. No loss of life.

85. The British barque QUEEN OF THE AGE [of 757 tons register, age, class, and official number not stated], from Bombay to Calcutta. Whilst proceeding up the River Hooghly in tow of the steam tug *Court Hey* at 4 P. M. on the 18th June, when a little below Garden House Point, for the purpose of swinging the vessel, the helm was put down and the starboard anchor let go, as she was head to wind; but owing to the wind coming in a strong gust she dragged her anchor, and before more chain could be laid out her stern touched the bank. The steam tug attempted to tow her off, but without success, as it was very windy; she was subsequently hauled off during the next flood tide. The barque had her rudder damaged. No cargo or lives lost.

86. The British wooden ship NORWOOD [of London, 785 tons register, official number 57, 24 years old, class not stated], from Madras to Rangoon with a cargo of 260 tons of sand ballast. At 1-40 A. M. of the 19th June the vessel stranded on the south-east end of the Krishna shoal in the Gulf of Martaban. The vessel received only slight damage, to what extent not reported. No loss of life. [This casualty was reported to have been caused through hazy weather, but it might have been avoided by careful attention to the lead.]

87. The Peninsular and Oriental Steam Navigation Company's screw steamer PESHAWUR [of 2,103 tons register, belonging to Greenock, official number 65641, 7 years old, class not given], on her homeward voyage

from Calcutta to Southampton. Whilst proceeding down the River Hooghly on the morning of the 25th June in pilotage charge of Mr. W. H. Lindquist, she came into collision with and sank the I. G. S. N. Co.'s flat *Jellinghee* (see Wrecks, No. 26). No damage to vessel or cargo. Crew of 140 men. No lives lost.

88. The British ship CITY OF SPARTA [of Glasgow, 1,193 tons register, official number 63757, classed at the Clyde *$^{A}_{A}$1, age 8 years], when proceeding down the River Hooghly bound for London at 5-45 A. M. of the 27th June, whilst turning round from below Cambabatché's Point, the tug *Hunsdon*, owing to a misunderstanding, ported her helm and eased down, as the ship was athwart the river, and caused her to take the bank on the tail of the College sand. At 7-40 A. M. she floated off with the flood without having sustained any injury. No loss of life.

89. The British iron steamer BORDER CHIEFTAIN [of Newcastle, 990 tons register, schooner-rigged, official number 65457, age 5 years, classed at Lloyd's], from Calcutta on the 29th May bound to London with a cargo of 1,600 tons of seeds. On the 27th of June at 7 P. M., when about 40 miles E. by N. from Aden Light-ship, the circulating pump broke; the vessel sustained no further injury. Had on board 26 hands. No cargo damaged. No lives lost. [Not shewn on the wreck chart, as the accident happened without its limits.]

90. The British iron ship ALEXANDRA [of Liverpool, 1,351 tons register, official number 47498, 15 years old, classed A1], from Liverpool to Calcutta with salt and 40 tons general cargo. On the 2nd of July at 5 A. M., when in latitude 37° S., and longitude 54° E., South Indian Ocean, she experienced a very heavy gale, accompanied by thick rainy weather and lightning, causing the loss of her foremast-head, topgallant and royal masts, yards, sails, gear, rigging, and doing other serious damage. No cargo lost. Crew of 30 men. One seaman was killed by falling from aloft whilst engaged clearing away the wreck of spars, &c. [Does not appear on the wreck chart, being without its limits.]

91. The British iron screw steamer CHANDA [of Glasgow, 1,304 tons register, schooner-rigged, belonging to the British India Steam Navigation Company, official number 76759, 1 year old, class unknown], whilst on her passage from Tuticorin to Calcutta and intermediate ports with a crew of 86 men and 223 passengers and a general cargo, at 1-30 A. M. of the 7th July, when in latitude 8° 2′ N., and longitude 78° 51′ E., Gulf of Manár, the mast-head light of another vessel was seen ahead, and when the two vessels rapidly approached each other, the *Chanda* could see no side lights on her, but as the Singalese craft *Aromoga Sunderum* got close to the *Chanda*, she shifted her course so as to attempt to cross the steamer's bows, but did not succeed; although efforts were made by the *Chanda* to avoid the collision, she struck the schooner aft within a few feet of the stern and sank her. It was not reported if the steamer received any damage. No cargo lost. No lives lost. (See Wrecks, No. 27.)

92. The British ship DUNPHAILE CASTLE [of London, 720 tons register, wooden, official number 43973, age 15 years, classed at London A1 for 9 years], from Port Natal bound for Bombay with ballast. All appears to have gone smoothly until about 4 A. M. of the 8th July, when in latitude 14° 34′ S., and longitude 60° 16′ E., South Indian Ocean, she experienced strong easterly squalls with a heavy sea, when the foremast was badly sprung about 3 feet below the top. Carried a crew of 23 hands. No loss of life. [This casualty is not marked on the wreck chart, being beyond its limits.]

93. The British ship BATAVIA [of 1,110 tons register, official number, age, class, &c., not reported], left Calcutta bound to Boston. Whilst going down the River Hooghly in tow of the steamer *Electric*, and on turning round to wait for the flood at Fisherman's Point, at 10 A. M. on the 4th July, her heel took the edge of the sand and both hawsers parted, but got off as the flood made, the vessel having been aground for about an hour. She received no damage. No lives lost.

94. The British screw steamer QUEEN MARGARET, of 3,138 tons register, belonging to the Queen Steam Ship Company, Limited, sailed for London, and whilst proceeding down the River Hooghly at 12-20 P. M. on the 19th July touched the sand at Sangeral Reach, abreast of the bazar, but floated off immediately without having sustained any injury. No loss of life.

95. The British iron paddle steamer PUNJAUB [of 283 tons register, belonging

to the Rivers Steam Navigation Company, Limited, Calcutta, no official number and class, age renewed 18 months ago], from Goalundo to Calcutta. In the month of July (date not given) she took the ground whilst coming up the River Hooghly, and lay upon the chur below Buffaloe Point near Diamond Harbour, caused by the carelessness of the master. She was an inland service vessel and had no pilot on board. No damage to vessel or cargo. No loss of life.

96. The British iron paddle steamer OORYA [of Glasgow, 208 tons register, official number 73794, belonging to the Rivers Steam Navigation Company, age 4 years, class not stated], proceeded down Hooghly River from Calcutta on the 20th of July to render assistance to the grounded steamer *Punjaub*, and on endeavouring to get as near her as possible to pass hawsers so as to tow her off, she took the upper part of Diamond Sand off Buffaloe Point near Diamond Harbour. The vessel was apparently not damaged; she came off when the flood made. Crew of 32 men. No loss of life.

97. The British wooden ship CHARLOTTE GLADSTONE [of London, 1,259 tons register, official number 54607, 13 years old, classed Veritas], was bound from Liverpool to Bombay with a cargo of 1,752 tons of coals. At 2 A. M. on the 21st July she encountered heavy weather when in latitude 32° 21′ S., and longitude 52° 27′ E.; South Indian Ocean, and by the band on the cathead carrying away lost the jibboom, also fore-topmast, bowsprit, cap, and lower fore-topsail yards; value of damage not given. Crew of 25 hands. No cargo or lives lost. [Does not appear on the wreck chart, being without its limits.]

98. The British screw steamer AVA, of 2,600 tons register, whilst proceeding down the River Hooghly bound for Bombay, touched the bilge on the port side just below Point Jelley at 1-45 P. M. on the 21st July, but did not stop more than five minutes. The vessel sustained no injury.

99. The British wooden ship W. H. CORSAR [of St. John's, New Brunswick, 1,410 tons register, official number 72193, 3½ years old, classed Veritas for 9 years], bound from Liverpool to Bombay with 2,150 tons of coals. Whilst sailing through the Mohilla Passage, in Mozambique Channel, at about 8 A. M. on the 27th July, breakers were seen on the port bow, and though the helm was put hard a-starboard, the vessel slightly touched, but was backed off immediately and proceeded on her course without any loss occurring to either vessel or cargo. Crew of 27 men. No lives lost. [Does not appear on the wreck chart, being out of its limits.]

100. The British ship BEECROFT [1,626 tons register, official number, age, and class not known], from Dundee, arrived in Calcutta on the 3rd August. The vessel, whilst being towed up the River Hooghly at 5 P. M. on the 2nd August, when off Budge Budge, the tug's engines suddenly stopped owing to the breaking of the piston rod; the helm of the steamer was put hard a-starboard, that of the ship hard a-port, but before they could get clear of each other, the ship struck the stem of the steamer on her starboard side, bending a few of the awning stanchion rails, &c., also cutting a little of the after-covering board. No injury to the ship. No damage to cargo. No lives lost.

101. The British iron screw steamer SATARA [of Glasgow, 820 tons register, belonging to the British India Steam Navigation Company, official number 56166, age 11 years], on her passage from Burma to Calcutta, whilst coming up the River Hoogly in pilotage charge of Mr. G. J. Smart at 9-52 A. M. on the 3rd August, after turning round at Nynan, she grounded and remained aground until 11-10 A. M., when she swung with the flood tide and proceeded without having sustained any damage. No lives lost.

102. The British wooden barque TYNEDALE [of Newcastle, of 570 tons register, official number 51353, age 13 years, classed A1], with a general cargo from Bimlipatam to London, whilst lying at anchor in Bimlipatam Roads, was fouled by the *City of Canton* on the morning of the 4th August. The *Tynedale* lost her jibboom. No damage to cargo. No loss of life.

103. The British iron barque CITY OF CANTON [of Glasgow, 909 tons register, official number 20135, age 21 years, classed A1 at Lloyd's], from Bimlipatam with a general cargo bound to Madras, on getting under weigh came into collision with the *Tynedale* on the morning of the 4th August in Bimlipatam Roads, causing damage to the extent of Rs. 50. The accident was owing to the *City of Canton* not having sufficient men to heave her anchor. Crew of 18 men. No loss of life.

104. The French wooden steamer FRANCOIS PREMIER [of Havre, France, 1,131 $\frac{14}{100}$ tons register, official number 3539, age 11 years, barque-rigged], from Bombay laden with a general cargo bound for Havre. On the 6th of August, when in latitude 16° N., and longitude 60° E., Arabian Sea, the vessel sprung a leak, caused by heavy sea and bad weather. The pumps were kept going, but the leak increasing she was put back into Bombay for safety, but left again on the 20th September after having been repaired. Crew of 37 men including the master. No damage to cargo. No lives lost. [Is not shewn on the wreck chart, being beyond its limits.]

105. The Dutch Colonial Government steamer PIKALONGON [189 tons register, schooner-rigged, age 4 months, iron, official number and class not given], from Aden to Batavia. Whilst in latitude 12° N., and longitude 58° E., Arabian sea, she encountered heavy southerly gales and rough sea from the 8th to the 12th August which caused considerable damage to her bulwarks, upper deck and skylights, and causing a loss of about 150 tons of coals. The vessel was compelled to put into Bombay for repairs. Crew of 17 men. No lives lost. [Is not shewn on the wreck chart, being beyond its limits.]

106. The British iron screw steamer RACILIA [of Newcastle 1,785 tons register, official number not known, classed at Lloyd's 100 A1, 1 year old], from Calcutta to Colombo. At 8-30 A. M. on the 17th August, whilst proceeding down the River Hooghly under pilotage charge of Mr. J. H. Lambrick, on crossing over from Melancholy Point took a broad sheer towards the eastern bank against her port helm, owing to the strong eddies, and took the flat at Jarmakers' Reach. At 12-20 P. M., the tide rising rapidly, the engines were put full speed astern and she floated without sustaining any material damage. No cargo damaged. No lives lost.

107. The British iron steamer EUROPEAN [of Liverpool, 1,774 $\frac{81}{100}$ tons register, official number 49738, age 12 years, schooner-rigged, class not given], was bound from Bombay to Liverpool with a general cargo and a crew of 48 men and 6 passengers. About 7 o'clock in the evening of the 17th August, after having discharged the pilot, she came into collision with the ship *Stornoway* when 2 miles W. by N. of the outer light-ship, Bombay Harbour. The steamer considerably damaged her cathead, bow plates, beams, angle irons, stem, starboard anchor and hawsepipe; value unknown. No cargo damaged. No lives lost.

108. The British wooden ship STORNOWAY [of Glasgow, 1,499 tons register, official number 59859, age 10 years, classed A1 for 11 years], left Bombay bound to Callao with a crew of 28 hands and a cargo of ballast. About 7 o'clock in the evening of the 17th August she was struck on the port bow by the steamer *European* when 2 miles W. by N. of the outer light-ship, Bombay Harbour. She sustained heavy damage to her figurehead, gear, stem, cut-water, and a portion of the port bow. Value unknown. No lives lost.

[On the 26th August a Court of Enquiry assembled at Bombay, under section 3 of Act IV of 1875, to investigate the cause of the above collision. The Court was of opinion that the masters of both vessels were greatly to blame: the master of the *European* for giving up charge of his vessel, and leaving the bridge when he knew that a ship was in his immediate vicinity and likely to approach him; and the master of the *Stornoway* in not having kept a proper look-out, and in not having her side lights burning They were severely censured, but their certificates were restored to them.]

109. The British barque GILBERT THOMPSON, of 1,061 tons register, left for London and going down the River Hooghly in tow of *Challenge*, when crossing over from Melancholy Point at 8-30 A. M. on the 27th August, she took a sheer in the eddies and parted hawsers, and the vessel took the southern bank above crossing mark, but came off immediately. No damage to vessel. No loss of life.

110. The French barque ALSACE ET LORRAINE, of 593 tons register, on a voyage to Mauritius and Bourbon, was proceeding down the River Hooghly in tow of the tug *Bombay* on the 1st September, whilst her anchor was hove for the purpose of getting into clearer berth, she suddenly stopped and the tug collided gently with her jibboom without doing injury.

111. The British steamer PENGUIN [of 1,745 tons register, official number, age, and class not given], left Calcutta bound for London. The vessel, whilst proceeding down the River Hooghly under pilotage charge of Mr. J. Christie, on

crossing Royapoor at 7-30 A. M. of the 2nd September, her wheel chains suddenly jammed; the engines were reversed, but before the vessel had quite lost her headway, her stem struck the bank just below Hog River Creek; she slipped off again immediately without stopping. No damage to either ship or cargo. No lives lost.

112. The British ship SIMLA [of 1,444 tons register, official number, age, and class not reported], whilst proceeding down in pilotage charge of Mr. A. Hough, and in tow of steamer *Hunsdon* on the afternoon of the 3rd September, the steamer and ship took a sheer midway between the Fulta buoys and Fisherman's Point in the River Hooghly, but before the steamer could recover, the ship's starboard hawser parted, and she grounded on the edge of the flat. She was got off at 3 P. M. without damage. The vessel then left for Mauritius. No cargo damaged. No loss of life.

113. The Italian iron steamer AUSTRALIA [of Genoa, 1,090 tons register, official number and age not given, belonging to the Rubbattino Steam Navigation Company, classed A at Lloyd's for 20 years from 1876], on her voyage from Bombay to Genoa with a general cargo, her machinery broke down at 2 P. M. on the 6th September when about 100 miles off Kuriyan Muriyan Islands in the Arabian Sea, and she put into Aden for repairs. No cargo damaged. No lives lost. [Is not entered on the wreck chart, being out of its limits.]

114. The British iron screw steamer BENGAL [of London, 1,338 tons register, official number 30705, classed at Sunderland for 20 years, brig-rigged, age 24 years], from Suez with 471 men of the Goorkhas bound to Bombay. It appears that at 12-25 A. M. on the 7th September, whilst having in tow the transport ship *Citadel*, she ran aground on the spit 3 miles south of Abu Deraj Reef in the Gulf of Suez. The cause of the accident was not reported. She slightly damaged her propeller, hull, deck, and boats; extent not stated. Her Majesty's ship *Iron Duke* was sent to her assistance on the 10th, and succeeded in getting her off; she was taken back to Suez, and after having been detained for repairs for 10 days, she started again for Bombay. Crew of 50 hands. No lives lost. [Is not shewn on the wreck chart, being without its limits.]

115. The British wooden ship CITADEL [of Liverpool, 1,363 tons register, official number 75665, 1 year old, classed A1 at Lloyd's for 10 years], from Suez to Bombay in ballast, had on board a crew of 24 hands and 131 men of the 1st Bombay Lancers from Cyprus. On the 7th September at 12-25 A. M., when near Abu Deraj Reef in the Gulf of Suez, the vessel had her mizen chain plates carried away, her boats stove, &c., in consequence of the steamer *Bengal*, which was towing the *Citadel*, striking her before the steamer grounded. No loss of life. [Not marked on the wreck chart, being beyond its limits].

116. The French mail iron screw steamer GODAVERY [of 1,423 tons register, belonging to the Messageries Maritime de Compagnie, schooner-rigged, official number and class not stated, age 14 years], sailed from Aden on the 8th September with a general cargo, and had on board a crew of 105 hands and 27 passengers bound for Mahé, Réunion, and Mauritius. At 2 P. M. of the same day, when only 6 miles off Aden, the partition wall in the condenser broke, probably caused either by a flaw in the cast-iron or its bad quality. The vessel sustained no damage, nor was there any loss of cargo. No lives lost. [This casualty does not appear on the wreck chart, being out of its limits.]

117. The British ship DAPHNE [of 955 tons register, official number, class, age, &c., not stated], from Liverpool, arrived at Calcutta on the 10th September. At 4-30 P. M., whilst proceeding up the River Hooghly under pilotage charge of Mr. C. S. Mills, the vessel grounded gently on the northern bank at Garden Reach, but floated 5 hours afterwards, without having sustained any apparent damage, and drifted into the middle of the channel, where she anchored. No loss of cargo or life.

118. The British iron ship MAIRI BHAN [of London, 1,386 tons register, official number 68537, 4 years old, class not known], from Melbourne bound to Calcutta with horses. At 10 A. M. on the 13th September, whilst in the River Hooghly and being towed up from one berth to another, she took a sheer and touched the College Sand in the Port of Calcutta, but came off again immediately. No damage to the vessel or cargo. No lives lost.

119. The British India Steam Navigation Company's screw steamer BYCULLA [of Glasgow, 1,114 tons register, official number 78,617, classed

100 A1 at Lloyd's, 6 months old, schooner-rigged], from Basrah bound to Bombay with a general cargo. At 7 P. M. on the 13th September she took the ground on a sandbank opposite Khor Ziyárah, about 50 miles south of Bushire in the Persian Gulf. The accident was caused by thick weather and to the shoal not being shewn on the chart. The British India Company on hearing of the casualty sent off the screw steamer *Maldah* from Bombay to her rescue, and she was successful in getting her afloat. The vessel was slightly injured. Of her cargo, a small portion only was damaged in transhipment. Crew of 50 hands. No lives lost. [Is not shewn on the wreck chart, being beyond its limits.] [The vessel not having been materially damaged, the Government was consequently not empowered by section 4 to appoint a Special Court.]

120. The Native muchwa NAGIN [of Alibagh, $3\frac{3}{4}$ tons register, official number A. N. 2290, lateen-rigged, age not stated, classed at Alibagh], left Bombay for Thal. At 3 A. M. of the 17th September, in consequence of the boisterous sea and strong winds, the men were unable to furl sail, and the craft foundered near Kundari Island Light-house, Bombay Coast. The vessel was recovered. Estimated loss Rs. 37. The crew of 5 men were saved in a ferry boat.

121. The British steamer ARRATOON APCAR [of 1,521 tons register, belonging to the China Line of steamers, official number, age, and class not reported], whilst going down the River Hooghly in pilotage charge of Mr. J. Taylor, took a heavy sheer against her port helm on crossing over from Melancholy Point to the mark on the opposite bank at 8-40 A. M. on the 17th September, and, although the engines were reversed full speed, her stem took the bank a little below the mark, but came off immediately. At 10-45 A. M. the vessel when off Nynan again took a heavy sheer in consequence of an eddy, and collided with the Nun buoy, but no damage to it was reported. No damage to vessel or cargo. No lives lost.

122. The French barque VILLE DE MARSEILLES [of 532 tons register, official number, age, and class not stated], from Calcutta to Mauritius and Bourbon. It appears from the pilot's report that, whilst proceeding out of the Hooghly River on the morning of the 17th September, she suddenly parted hawsers and rolled over a lump which it was reported had lately formed in the track near Hooghly point. She shortly after righted herself, and continued her voyage without having sustained any damage to either vessel or cargo. No loss of life.

123. The British ship ALBULA [of 1,314 tons register, official number, class, and age not reported], from Calcutta to New York. At 8-35 A. M. of the 18th September, under pilotage charge of Mr. A. Hough and in tow of the steam tug *Electric*, whilst turning round off Hog River Point, Hooghly River, owing to the *Albula's* hawser having got foul of her anchor, the hawsers of both vessels were slipped, the helm was put hard a-port, but unfortunately she would not answer it; more chain was given in the hope of bringing her head on to the tide, when she took the edge of the Fulta sand. She floated at noon without having received any damage. No loss of life.

124. The Native craft LABSAVI [of Bombay, 59 tons register, lateen-rigged, official number 3986, age and class not given], from Bhownugger bound for Goa, encountered strong winds and hazy weather, when at 5 P. M. on the 8th September she was driven on the sandy beach at Guhagur, near Ratnagiri, on the Bombay Coast. She was partially damaged, to what extent is not known. The stranding was caused through the tindal having hugged the shore too closely. Crew of 14 men. No loss of life.

125. The Native wooden brig CALIANA LETCHEMY [of Colombo, $70\frac{47}{100}$ tons register, official number 31068, age 11 years, class not reported], from Negapatam with a cargo of paddy, rice, brass pots, horns, and cloth, to Kayts. On the 1st September at 11 A. M. she stranded midway between Kayts and Kovalam, Northern Ceylon. The tindal stated that this shoal had recently formed. No damage to vessel or cargo. Crew of 11 men. [She also had 6 passengers on board, but this fact was not mentioned by the tindal when he made his report.] No loss of life.

126. The British ship GLENGARRY [of 1,769 tons register, class, age, official number, &c., not stated], left Calcutta bound for Liverpool. The vessel at 12-40 P. M. of the 19th September was proceeding down the River Hooghly in tow of steamer *Enterprize*, when on turning round from the Fulta Sand she

suddenly shoaled from 5 to 3¾ fathoms and touched the ground off Fisherman's Point; she, however, received no injury, as she came off within five minutes. No damage to cargo. No loss of life.

127. The Native brig SOLAUMSHA [of Chittagong, 133·6 tons register, official number 10, no class, age 6 years], whilst on her passage from Naraingunge with a cargo of 406 bales of jute bound to Chittagong, stranded at about 2-30 P. M. on the 23rd September off Goramora, Sundeep Channel, Chittagong Coast, but came off after discharging her cargo. The cause of the casualty is said to be a heavy gale from the southward. The vessel was ultimately got off, but lost her anchor, chain, boat, windlass, &c. Estimated loss Rs. 2,500. The cargo was not damaged. Crew of 11 hands. No loss of life.

128. The British iron screw steamer QUEEN ANNE [of Glasgow, 1,738 tons register, official number 68093, barque-rigged, belonging to the Queen Steam Ship Company, Limited, built in 1874], from Calcutta to London with 2,400 tons general cargo. The vessel on turning to proceed down the River Hooghly at 1 P. M. of the 24th September grounded on the College sands, but came off with the night flood-tide and continued her way down. No damage to either ship or cargo.

129. The Native wooden barque MARIA [of Negapatam, 641 tons register, official number and age not known, no class], from Penang with a cargo of cocoanuts bound to Rangoon. On the 26th September, when keeping under weigh during the night, a shift of wind caused her to ground a little above Bassein Creek in Rangoon River, but she was subsequently towed off by a steamer. Neither ship nor cargo sustained any damage. Crew of 32 men. No loss of life. [A Court of Enquiry was held at Rangoon to enquire into the circumstances attending this casualty, and the pilot, Mahomed Hossain, was suspended from duty for a period of four months.]

130. The British screw steamer STATESMAN [of 1,865 tons register, class, official number, and age not given], from Liverpool to Calcutta. She was coming up the River Hooghly in pilotage charge of Mr. T. Reddie at 11-20 A. M. of the 28th September, and when in Hooghly bight, a strong eddy took the vessel on her port quarter and slewed her head into the bank; the helm was put hard a-port, and the engines stopped and reversed astern; nevertheless she took the ground, but got off in about ten minutes. The vessel did not receive any damage. No lives or cargo lost.

131. The British ship BAY OF BISCAY [registered tonnage, class, age, official number, &c., not reported], from Liverpool bound to Rangoon. Nothing of importance occurred till the 29th September, when passing to the southward of the Cape of Good Hope in about latitude 40° S., and longitude 26° E., the vessel encountered a terrific gale from N. N. E. and shipped large quantities of water; the gale increasing with a mountainous breaking sea, the lower foretopsail and the mizen-topsail split. She was completely immersed with the heavy seas, and was every moment in imminent peril. The vessel after experiencing very heavy weather in the Indian Ocean arrived off the Rangoon River on 1st November. No cargo lost. The number of the crew is not known. The chief officer and the quarter master, whilst hauling up the reefed foresail, were washed overboard. The chief officer, however, was washed again on board. The quarter master was drowned. [Does not come on the wreck chart, being beyond its limits.]

132. The British iron screw steamer MOULMEIN, [of Glasgow, 325 tons register, belonging to the British India Steam Navigation Company, official number 29282, class not stated, age 17 years, schooner-rigged], from Chittagong bound for Naraingunge with a cargo of specie and cotton valued at Rs. 8,500. On the 30th September at 9 P. M. the vessel grounded when at anchor off Peer Bux Nullah, Sundeep, in the Sunderbuns, in consequence of the tide having fallen to one fathom, but the vessel floated again as the tide rose. It is reported that the accident occurred owing to there being much less water in the channel than shewn on Mr. Laycock's chart of 1876. Crew of 35 men and 50 passengers (natives). No lives lost.

133. The British wooden schooner VICTORIA REGINA [of Chittagong, $73\frac{8451}{3500}$ tons register, no official number or class, 20 years old], from Naraingunge bound for Chittagong with a cargo of jute valued at Rs. 3,650. At

2 P. M. on the 30th September the vessel by missing the channel grounded at Showlaspore in the Sunderbuns, but floated off with the flood. Neither vessel nor cargo damaged. Crew of 10 men. No loss of life.

134. The British barque HENRIETTA [of 1,695 tons register, class, age, official number, &c., not reported], from Calcutta to Mauritius and Bourbon. The vessel was proceeding down Hooghly River in tow of the steam tug *Sind* on the 2nd October, and on getting under weigh at 7-30 A. M. she took a run on to the southern bank a little within the boundaries of Calcutta Port, caused by an eddy. She remained aground till 3 P. M., when she floated. No damage to cargo or vessel. No lives lost.

135. The British iron ship BANNOCKBURN [of Greenock, 1,675 tons register, official number 72385, age 3 years, classed 100 A1], on her passage from Cardiff with a cargo of coals valued at £4,000 bound to Aden, stranded near the Point off Ras Seilán in about latitude 13° 2′ N., and longitude 45° 25′ E., in the Gulf of Aden, on the evening of the 2nd October. The ship was anchored in 4 fathoms of water and as the tide ebbed she took the ground; the yards were then braced up and all sails put aback, in the hope that the ship's head would pay off, but this was of no avail; it was too late, she was aground; but ultimately, after jettisoning about 20 tons of cargo, got off through the exertions of the India Government steamer *Kwangtung*, and was towed into Aden harbour for repairs. She was damaged to the amount of £95. Had a crew of 30 hands, including the master; the second officer and two seamen were unfortunately drowned whilst putting out a stream anchor. [Is not shewn on the wreck chart, being out of its limits.] [A Court of Enquiry was convened at Aden, under section 5 of Act IV of 1875, to investigate the circumstances attending the stranding of the ship, and the decision was that no blame could be attached either to her master or the officers; that the boat was capsized through the lashing of the anchor being suddenly and accidentally carried away without any apparent cause, by which the whole weight of the 14 cwt. kedge anchor was brought on the preventer lashing, which allowed the anchor to slip forward on the port quarter as far as the iron clete (and which ought never to have been used), and thus caused the boat to capsize in the sudden and unexpected manner she did. Accordingly, their certificates were restored to them.]

136. The British ship MAIRI BHAN [of London, 1,386 tons register, official number 68537, age 4 years, class not reported], from Calcutta bound to Melbourne. She was going down the River Hooghly in tow of steam tug *Defiance* at 10 A. M. on the 2nd October, when, on turning the ship in Garden Reach, the tug struck her amidships on her port side, causing damage to bulwarks, stanchions, main rail, &c. The vessel an hour afterwards, whilst proceeding down, grounded a little below crossing mark at Jarmakers' Reach, but floated again at 2 P. M. and proceeded. No damage to cargo. No loss of life.

137. The British barque ARTHURSTONE [of 1,163 tons register, official number, class, age, &c., not reported], left Calcutta bound for Dundee. The vessel, when dropping down Garden Reach in the River Hooghly at 1 P. M. of the 2nd October, was unable to do so in consequence of the strong undercurrent, and took a sheer, and before she could be stopped by her anchor she came into collision with the ship *Ironside*. The *Arthurstone* sustained no damage. The *Ironside* had her quarter boat slightly damaged. No lives lost.

138. The British wooden ship GATINIAN [of Liverpool, 1,165 tons register, official number 29644, classed at Veritas, 15 years old], from Maulmain to Liverpool with a cargo of 300 tons timber. At 3-30 P. M. on the 4th October the ship had completed loading and was shifting from her berth and dropping down Maulmain River (Burma Coast) in pilotage charge, but when approaching the Sirocco buoy she got into the eddies, and the head sails not answering her port helm quick enough, she took the ground before cable could be paid out, Maulmain Pagoda bearing N. by E. ½ E., distant 2½ miles, South Pagoda N. E. ¾ N., distant 1¾ miles. The vessel floated the same evening. She was damaged to the extent of Rs. 3,000. This casualty was caused by her pilot not keeping in mid-channel. No cargo lost. Crew of 26 men. No loss of life.

139. The British ship COUNTY OF LANCASTER [of 999 tons register, official number and class not given], from Calcutta. The vessel on crossing over

from Melancholy Point at 8·25 A. M. on the 12th October took a heavy sheer to port, owing to having been caught in an eddy. The tug *Challenge* endeavoured to pull her round, but both hawsers parted; the anchors were let go, but before she could be brought up her bow took the bank gently, about 100 yards above crossing mark. She shortly after came off without having received the slightest injury. No loss of cargo. No lives lost.

140. The British iron steamer LITIAN [of London, 811 tons register, official number 63581, schooner-rigged, classed A1 90 at Liverpool, 8 years old], on a voyage from Jiddah bound for Basrah with a general cargo. On the 14th October, 3-30 P. M., whilst leaving her anchorage in Jiddah Roads, it is reported that the glare of the sun prevented the pilot from seeing the reef, and the ship struck; the damage was trifling. No cargo lost. Crew of 23 men. No loss of life. It would appear that this casualty was really caused by the ignorance of the pilot. [Does not come on the wreck chart.]

141. The British iron screw steamer KAISER-I-HIND [of 2,980 tons register, belonging to the Peninsular and Oriental Steam Navigation Company], whilst on her passage to Bombay on the 21st October, sustained some damage to feed-pipe, when midway between Aden and Bombay, which caused detention of about 13 hours. [Not entered on the wreck chart, being without its limits.]

142. The British ship APHRODITA [of 1,627 tons register, class, age, and official number not stated], from Calcutta to London, came into collision with the ship *Glenburn* and *County of Peebles* in Garden Reach, River Hooghly. The vessel left Budge Budge on the morning of the 26th October in tow of tug *Sestos*, and whilst coming up observed the ship *Glenburn* lying off Garden House on the northern bank, and inside the *Glenburn* on her port bow the ship *County of Peebles* with tug *Challenge* in tow, and close on the southern bank the ship *Tantallon Castle* dropping down in tow of tug *Rattler*. The *Aphrodita* directed the *Sestos* to tow her between the *Glenburn* and the *Tantallon Castle*, but when nearly abreast the *Glenburn*, the *Aphrodita* took a violent sheer towards her, the helm being hard a-port, the *Sestos* braced on the starboard bow and went full speed. The *Aphrodita* in the act of recovering ranged up alongside the *Glenburn* and struck her on the starboard bow, continuing to recover and still forging ahead so as to go clear, when the quarter of the *Aphrodita* was on the bow of the *Glenburn* the port hawser parted. The starboard one having been already cut by the commander of the *Sestos*, the tide on the starboard bow of the *Aphrodita* at once threw her across the bow of the *Glenburn*, and the *Aphrodita* began to swing with her head down the river. At this time the bowsprit of the *Glenburn* was foul of the *Aphrodita's* mizen-mast. In swinging the *Aphrodita* fouled the ship *County of Peebles*, doing some damage. The *Aphrodita* when athwart the river dropped the port anchor. The two vessels then tore themselves apart, the *Aphrodita* being head down the river. The *Aphrodita* damaged her port mizen chain plates, rigging, bulwarks, foretop-gallant mast, main rail, &c. The damage to the other vessels was not reported, but it was not of a very serious nature. No loss of lives or cargo.

143. The British iron ship PRINCE OSCAR [of Liverpool, 1,292 tons register, official number 51,403, classed at London Lloyd's * $\frac{A}{A}$ 1 age 14 years], was bound from Chittagong to London with a cargo of jute in bales. She had just finished loading, and immediately after leaving her moorings was getting under weigh to proceed down the Chittagong River, when, at noon on the 29th October, through the negligence of the pilot, she grounded at Moish Kallee. No damage either to ship or cargo. Crew of 30 hands. No lives lost.

144. The German iron steamer FERONIA [of Hamburg, 1,115 tons register, official number not known, age 3 years, classed A1 and L 3/3 for 11 years, schooner-rigged], on her passage from Hamburg with a general cargo bound for China *vid* Penang and Singapore, had the face of slide valve broken at 9-30 A. M. on the 31st of October in latitude 12° 16′ N., and longitude 44° 39′ E., Gulf of Aden. The vessel was detained at Aden for 7 days for repairs. Crew of 34 hands and 10 passengers. No lives or cargo lost.

145. The British India Steam Navigation Company's iron screw steamer ORIENTAL [of Glasgow, 938 $\frac{86}{100}$ tons register, official number 58315, class not stated, brig-rigged, age 11 years], on her voyage from Rangoon with 800 tons

general cargo to Cocanada and Masulipatam, was overtaken by a cyclone in the Bay of Bengal at midnight of the 4th November when off Hope Island (the light-house bearing N. W., distant 10 miles). The following particulars are gathered from the steamer's log:

"The *Oriental* anchored at Bimlipatam at 2-50 A. M. on the 3rd November, when there was a moderate breeze and fine clear weather. There was a heavy swell, however, from the N. E. At 3 P. M. the same day she reached Vizagapatam, where there was the same heavy swell, the sea breaking on board as the steamer anchored. At 4-20 A. M. on the 4th anchored in Cocanada Roads. The weather was calm, but cloudy. At noon the weather was still calm but threatening, with light rain at times. At 7-20 P. M., Captain Flower weighed anchor, and proceeded towards Masulipatam. At this time there were light northerly winds, a heavy sea, and generally a threatening appearance, the aneroid having fallen to 29·37; hatches were battened, wings furled, and everything secured about the deck in preparation for a blow. At 10-20 P. M., when off Hope Island, the gale suddenly burst from N. N. W., and the wind and sea rapidly increased in strength. The course of the steamer was kept to the south-east as long as practicable, but at 1 A. M. on the 5th she hove to under steam on the port tack. A strong gale with a tremendous sea came from the east, the waves dashing on board fore and aft, and breaking adrift the deck-fittings, side-ladders, &c. At 4 A. M. the storm was at its maximum; the aneroid had fallen to 29·04. The steering compass and four quarter boats were carried away. At 6 A. M. two bunker covers were torn from the deck, and the holes were with great difficulty covered up with wood and canvas. A large quantity of water rushing into the stoke hole, put out nearly all the fires. The crew had to bale out water; steam was maintained with great difficulty, and the engines had to be stopped at times, when the steamer lay with wind and sea abeam and with seas breaking over her fore and aft. The saloon and forecastle were flooded, and altogether the ship was in great difficulties. This continued till noon on the 5th, when a break in the weather was observable, and the barometer began to rise. At 4 P. M. an attempt was made to turn the steamer to the south-east, but it failed on account of the heavy sea. The barometer now rose rapidly, and the wind moderated. The bilge-pumps and hand-pumps had to be kept working for some time to clear the ship of water. At 1 A. M. on the 6th Captain Flower began to steer to the southward, and at 9 A. M. he set his course for Madras."

Crew of 90 men. No damage to cargo. No loss of life.

146. The American wooden barque JAMES G. PENDLETON [of Boston, 937 tons register, no official number, age 7 years, clased L L I at French Lloyd's], from New York to Bombay with a cargo of kerosine oil. The vessel on the 5th November encountered heavy seas and strong winds which damaged her bulwarks and blew away her foresail whilst in latitude 40° 20′ S., and longitude 63° E., South Indian Ocean. The loss sustained by the vessel was valued at about £30. Crew of 19 men. No damage to cargo. No loss of life. [Does not come on the wreck chart.]

147. The British wooden ship CANUTE [of Liverpool, 1,391 tons register, official number 47560, 16 years old, classed in 1876 for 5 years AI at Lloyd's], left Calcutta bound for Dundee with a full cargo of jute. On the 3rd and 4th November, after having left the Sandheads, she encountered a strong cyclonic gale attended by heavy showers of rain. At 10 A. M. on the 5th, whilst under reefed topsails and courses in latitude 17° 22′ N., and longitude 86° 50′ E., Bay of Bengal, she was struck by terrific seas on her port bow which caused her to leak. The crew were kept continually working at the pumps for about ten days, when finding that she was labouring heavily, and the leak increasing, they were obliged to return, and arrived off the Eastern Channel Light on the 30th November. From this place she was towed by the steam tug *Sestos* up to Calcutta, and was moored at Garden Reach on the 3rd December, the ship making 12 inches an hour. Some 300 or 400 bales of cargo were damaged; value not stated. Crew of 26 men. No lives lost.

148. The Native kotia SUGARPRASAD [of 73 tons register, belonging to Anjar in Kutch, official number 924, 24 years old, class not reported], left Bombay for Anjar with a cargo of grain, sugar, kerosine oil, and iron. At 5 P. M. on the 6th November, when 5 miles off the Versovah custom house, to the North of Bombay, she sprung a leak. The crew kept baling out the water, and after throwing overboard a portion of the cargo they succeeded in taking her into port for repairs. The vessel was only slightly damaged. The cargo was partially lost (estimated at Rs. 2,619). Three passengers and the crew of 8 men were taken on shore in a boat.

149. The British iron steam tug ENTERPRIZE [of 180 tons register, belonging to Messrs. Apcar and Company, Calcutta, official number 50086, no class,

age 15 years, schooner-rigged], came into collision with the ship *Alexandra*. On the morning of the 6th November, after taking the *Great Victoria* in tow, she proceeded with her towards the northern bank, and being some 200 feet from the bank at Garden Reach, Hooghly River, and in a position ready for turning, she observed on her starboard bow the ship *Alexandra* outward bound in tow of the steam tug *Court Hey*. The order was given to the *Enterprize* to go round, notwithstanding that the *Court Hey* was going full power ahead, and on attempting to cross the *Alexandra's* bows the bowsprit of the *Enterprize* took the *Alexandra's* mizen rigging. The *Enterprize* sustained damages to the extent of Rs. 5,000. She had a crew of 49 men. No loss of life. The ship *Alexandra*, in attempting to avoid the collision, grounded for a short time on the bank in Sangeral Reach. [A Committee sat on the 10th December to enquire into the cause of the above collision, and was of opinion that much evidence that would have been important was not now available, as the two ships left immediately after the accident, and that the blame rests solely with Mr. J. Barnett, the pilot in charge of the *Great Victoria* in tow of the tug *Enterprize*, for having persisted in turning the vessel contrary to nautical experience, whilst five minutes delay would have avoided it. The Committee therefore recommended that Mr. J. Barnett be severely censured, but the Lieutenant-Governor of Bengal, after a careful perusal of the proceedings, considered censure an inadequate punishment, and accordingly ordered that Mr. Barnett be suspended from duty for one month. The pilot in charge of the *Alexandra* was acquitted of all blame.]

150. The British iron screw steamer CHINSURAH [of Glasgow, 1,319 tons register, belonging to the British India Steam Navigation Company, Limited, official number, age, and class not stated], from Calcutta bound for Galle and Colombo. At about 3-45 A. M. on the 17th November, when proceeding down the River Hooghly a little below Rajgunge, and in the narrowest part of the channel, a heavily-laden country boat was seen pulling from the sand towards the shore, and as the steamer neared her, the craft persisted on trying to cross the steamer's bows; her engines were stopped, but the boat struck on the bluff of the port bow. Immediately after the collision, the engines of the steamer had scarcely moved ahead when she bilged on the bank abreast of the clump of trees immediately below a small bay in the bight, but at 5 A. M. she floated and continued her voyage without sustaining the slightest injury. The native boat was uninjured, but lost the oars on the starboard side. No cargo damaged. No loss of life.

151. The British iron screw steamer AVAGYEE [247 tons register, belonging to the British India Steam Navigation Company, of Glasgow, official number 60431, schooner-rigged, age 9 years, class not reported], with a general cargo from Penang and Rangoon to Akyab, whilst turning round abreast of the town in Bassein River under pilotage charge of Mr. Boys, came into collision with the native brig *Menachey Soondrum* at 6-5 A. M. of the 21st November. The vessel got clear of the brig at 6-30 A. M. and proceeded on her voyage. The *Avagyee* lost her bowsprit. No cargo damaged. No loss of life. [A Court of Enquiry was held at Bassein on the 6th December, and the opinion was that the pilot committed an error of judgment in going too far across the river before reversing the engines, consequently the collision is due to his careless and unskilful way of handling the steamer. The Court in consideration of Mr. Boys' length of service, his previous good character, and the slight nature of the accident, would have been satisfied with a reprimand; but this course was not open to it, and it was recommended that he should be punished with one month's suspension of license. The Chief Commissioner of British Burma approving of this, the finding was confirmed.]

152. The Native brig MENACHEY SOONDRUM [of Negapatam, 199 tons register, no official number or class, age not known], whilst lying at her moorings alongside Messrs. Todd, Findlay, and Company's wharf in Bassein River, the S. S. *Avagyee* got under weigh as she was swinging to the ebb tide on the morning of the 21st November, consequently had to turn round, and in doing so her pilot neared her rather close to the bank and fouled the brig, carrying away an old head gear, three mooring ropes, bowsprit chain, rope, and gye. It is reported that the brig's rigging was very imperfect seeing that the forestay was started in the nip and as rusty as possible. The damages sustained by the brig amounted to Rs. 100. No loss of life.

153. The Native kotia DURIA DOWLUT [of Bhooj,. 75 tons register, official number 32, age 8 years, not classed], from Ponány with about 65 tons cocoanuts bound to Broach. On the 22nd November the tindal having arrived during the night, misjudged his distance of the land and touched on a patch of rocky ground N. W. of Calicut Light-house, on the Malabar Coast. The vessel was slightly damaged; the cargo only to the extent of Rs. 14. This casualty was caused by the tindal not having anchored in deep water for the night. Carried a crew of 7 hands. No loss of life.

154. The Native craft VENNPRASAD [of Bankot, 9½ tons register, official number 3164, age not known, lateen-rigged], from Deogurh with a cargo of 15 tons rice, grain, and seeds to Malwan. Early on the morning of the 22nd November she struck on a rock at the mouth of the Achra Creek on the Bombay Coast, caused by the tindal not entering by the usual passage. The damage sustained by the craft was valued at only Rs. 25; portion of the cargo was lost, valued at Rs. 416. Crew, 5 men, saved by fishing-boats.

155. The American wooden ship QUEENSTOWN [of Richmond (United States), 1,548 tons register, official number 20574, age 2 years], from Holyhead to Bombay. At 2 A. M. of the 24th November the vessel whilst lying at single anchor, with the inner light-ship bearing S. W., distant 1½ miles, the Native gulbut *Yeshwanti* drifted across her bow and capsized. The *Queenstown* did not sustain any damage. (See Wrecks, No. 50.)

156. The British iron barque BARBARA [of Liverpool, 1,081 tons register, official number 76475, classed at Lloyd's 100 A1 age 1 year,] from Point de Galle with ballast to Chittagong. The vessel had arrived in the Kornafuli River, and whilst going up to the town took the ground off Jooldea flagstaff at 1 P. M. of the 25th November, caused by the gross ignorance of the pilot. She floated with the next tide. Crew of 19 hands. No loss of life.

157. The British iron ship SEIRRA COLONNA [of Liverpool, 1,834 tons register, official number 78785, classed $\frac{A}{A}$ 1 100, 6 months old], left Point de Galle in ballast bound for Chittagong. At 2 P. M. on the 26th November, when dropping up the Chittagong River, the Native brig *Sekandar Sha* was in the way, and she was ordered to pay out chain and starboard her helm; but as there was no one on board the brig, the ship fouled her off Moish Kallee. No damage was done to the brig, but the ship's life-boat, which was hanging at the port davits, was smashed. Crew of 28 men and 1 passenger. No loss of life.

158. The British barque MAY QUEEN [of 650 tons register, official number, age, and class not reported], whilst in pilotage charge of Mr. W. Laws, in dropping down in Hooghly bight to a safe anchorge, tailed the bank a little above Teetulbaree Creek at 4 P. M. of the 26th November, but as soon as the flood made at 10 P. M. she floated. No damage to vessel or cargo. No loss of life.

159. The Native padow DHANAPRASAD [of Broach, 34½ tons register, official number 1431, age not reported], left Bombay laden with a cargo of 43 tons of iron rails, tin, kerosine oil, &c., bound to Broach. At 12 A. M. on the 3rd December, owing to the carelessness of the tindal in not having obtained the services of a pilot, she struck on a rock half a mile from the Dhanu custom house, on the Bombay Coast. The vessel was damaged to the extent of Rs. 300. The cargo was partially lost, valued at Rs. 530. Crew of 9 men. No loss of life.

160. The British wooden Colonial steamer SERENDIB [of 256 tons register, official number, age, and class not known], from Colombo with Government stores to Trincomalee, struck on a lump at 7-50 A. M. of the 4th December whilst attempting to enter the Reef Channel at Paumben when in charge of the Master Attendant and a senior pilot. She arrived on the morning of the 3rd, and as it had just past high water she was anchored at Kundugal till the following morning. At 7-50 A. M., when approaching the Reef Channel and being in the line of the deep channel, she struck on a lump, and the current, which was exceedingly strong, took her on the starboard bow as she stopped, and forcing her against the bank, which was on her port side, held her there. The following are the bearings: the light-house open to the right of Gibb's monument, about half way between it and the telegraph station; Gibb's monument touching the north-west corner of the Zemindary bungalow; chequered buoy on the Reef

Channel N. 13° E. Backing the engines being of no avail, other measures were at once taken to get her off, and the crew lightened her of the cargo, and by the afternoon more than 80 tons of dead weight, mostly iron and cement, had been discharged. At 10-30 P. M., being nearly high water, and as soon as all the water in the boiler, which amounted to 12 or 13 tons, was blown out, she floated, when she was warped back into the basin and moored securely for the night. On the morning of the 5th she passed the channel successfully, and on arrival at Trincomalee her bottom was carefully examined, the only damage reported being three pieces of copper which were torn from the port bilge at intervals of about three or four feet from the keel. The casualty, it is stated, was caused by a lump having formed of rotten coral and other debris swept down by the strong current from the rocks forming "the bridge." No loss of life.

161. The British iron screw steamer GOLDEN HORN [of 1,027·41 tons register, belonging to West Hartlepool, official number 29476, brig-rigged, age 5 years, classed at Lloyd's A1 for 90 years], from Aden with ballast to Calcutta. At 5-20 P. M. on the 4th December, when a mile S. W. of Aden Light-ship in the Gulf of Aden, the vessel's propeller broke, caused by wear and tear. No injury to hull. Crew of 24 hands. No loss of life.

162. The American wooden barque SPARTAN [of $749\frac{33}{100}$ tons register, belonging to Bath, official number 115510, classed at Lloyd's 3/3 11 A1, 2 years old], from Greenock with a cargo of coals for Bombay. At 4 P. M. on the 6th December, the ship being in latitude 18° 10′ N., and longitude 72° 42′ E., off the Bombay Coast, smoke was observed in the hold, and on the 7th, as it was increasing in density, the hatches were closed and a dubash boat was sent to Bombay to report the state of the fire and to ask for assistance. At 8 P. M. on the 8th she arrived at Bombay and anchored close to the inner light-ship. The port water barge was soon in attendance, but the fire by 6 A. M. of the 9th had acquired such an ascendency over her that the anchor hoy boat was sent for, and the vessel was towed on to the mud at Mazagon and 14 feet of water pumped into her; the men continued to work, and by the evening succeeded in extinguishing the fire. The mainmast was half burnt through between the lower-deck beams and kelson; the after-stanchions of the main hatch, beams, decks, beams round the mainmast, &c., were considerably charred. The cargo was damaged, to what extent not known. Carried 5 passengers and a crew of 12 men. No loss of life.

163. The British iron screw steamer RAJPOOTANA [of 1,311 $\frac{66}{100}$ tons register, belonging to the British India Steam Navigation Company, Glasgow, official number 71688, schooner-rigged, 4 years old, classed at Glasgow 100 A1], from Bombay with 600 tons general cargo bound for Cocanada and Vizagapatam, encountered a cyclone 16 miles north of Cocanada. The following is an extract from the report of the Commander of the *Rajpootana*:

"December 7th, 0-30 A. M., funnel stays carried away (funnel fell on starboard life-boat, smashing it); got some ropes fast to funnel, securing it athwart ship. Fearing the heavy seas abeam would sweep the decks, the master ordered the engines ahead half speed to bring bow to the sea, which had the desired effect; but the force of the wind threw the ship on her beam ends, several planks of the starboard deck being under water. Previous to this, all the deck passengers had been sent below in saloon. 2 A. M., gale terrific, bar. 28·67, wind north, raging with hurricane force, vessel on her beam ends, decks under, in a most critical position. December 7th, 4 A. M., wind N. W., bar. 28·68, squalls terrific, the sea was blown up in pyramids of broken water, like a boiling cauldron, the blinding drift or spume rendering it impossible to see the nearest object. About 5 A. M., in a terrific squall, the wind shifted suddenly to S. W., with several vivid flashes of lightning and a break in the N. E. quarter like a hole or eye, with the sky shewing, about 5° in diameter, which closed almost as soon as seen; threw the lead on bottom 30 fathoms. 6 A. M., the ship took a heavy plunge, when the master supposed she drifted off the bank of soundings; the centre would seem to have passed her position at this time, as the barometer rose to 28·78 at 5 A. M., and at 6 A. M. bar. 28·92, though the squalls were as violent as ever and the sea most fearful. The master supposed she had drifted to the southward, and at 8 A. M., bar. 29·12, wind S. W., was about 15 miles to the eastward of Cocanada. 10 A. M., bar. 29·24, slowly rising, wind S. W. by S., sea going down. Noon, bar. 29·42, wind same, the vessel unmanageable; decided to slip the cable, which was done, and course set for the land; squalls still violent, found all the boats had been destroyed, the starboard ones by the sea, carrying them and their davits away, the port or weather boats being literally crushed in on the davits and blown away piece-meal. 2 P. M. bar., 29·50, wind moderating, sea going down, got the native crew (hitherto invisible) up to clear away the wreck. Crew of

97 men; one male child, belonging to a deck passenger, died from exposure; one horse also died; the second engineer had his collar-bone broken. The wells were sounded and found free; the awnings which had been used to protect cabin skylights were nearly all destroyed; the ventilators were broken and much furniture spoilt. One bower anchor 37 cwt. and 150 fathoms $1\frac{1}{16}$ inch cable slipped, the flag locker and flags washed overboard, the whole of the cargo in after 'tween-decks broke adrift and much damaged. At 4 P. M. sighted Hope Island Light-house and proceeded into Cocanada Roads to repair damage and get fuel."

164. The British iron ship JAMES AIKEN [of Liverpool, 958 tons register, official number 55104, classed *AAI at Lloyd's, age 11 years], from London, bound for Madras with a cargo of 1,200 tons Government stores of beer, cement, and stationery, ran ashore at Mogagur, province of Chingleput, about 45 miles south of Madras, early on the morning of the 8th December. She made efforts to get off and jettisoned a portion of her cargo, but to no purpose. The British India Steam Navigation Company's steamer *Asia* from Negapatam bound for Madras came to her assistance, succeeded in getting her off, and towed her into Madras roadstead. The *James Aiken* had her rudder damaged, and lost two anchors with 15 fathoms bower cable. The vessel, it appears, went on shore under all canvas, and no lead was hove. Crew of 24 men. No lives lost. [No Court of Enquiry: see remarks in Review.]

165. The British iron barque CALDBECK [of Liverpool, 747 tons register, official No. 50284, classed AI for 21 years, age 13 years], from Rangoon in ballast bound to Chittagong. About 1 P. M. on the 12th December, whilst proceeding up Chittagong River, a native brig was anchored right in the middle of the fairway, and on trying to clear her the vessel took a sheer and the tide caught her on the starboard bow and drove her on to the bank of a chur off Khatta Kallee. The vessel, with the help of a pilot cutter and a row boat, got afloat at 2 A. M. on the following day. This casualty was caused by the incompetency of the pilot. No damage to vessel or cargo. No lives lost.

166. The British steamer ESTEPONA [of 1,042 tons register, official number, age, and class not reported], from Calcutta to Bombay. The vessel, whilst proceeding out of the River Hooghly in pilotage charge at 7-30 P. M. of the 12th December, stopped on the starboard beam of the pilot brig *Chinsurah* at the Sandheads, River Hooghly, and as her boat came alongside to take the pilot off, the helm of the *Estepona* was put hard a-port, but found that she would not answer her helm owing to the tide having caught her on the starboard bow; and on going ahead she commenced to obey her helm, but very slowly. At 7-40 P. M. the *Estepona's* port quarter boat davits hooked the brig's fore-topgallant-mast backstays. The only damage that the vessel received was her accommodation ladder was broken. The *Chinsurah's* riding light and fore-topgallant-mast and backstays were damaged. No cargo or lives lost.

167. The British ship ST. MAUR [of 1,465 tons register, official number, class, age, &c., not reported], whilst going down the River Hooghly on the morning of the 13th December in tow of steam tug *Electric* from Kulpee Roads, the ship steering very badly would not answer her port helm, and taking heavy sheers both hawsers parted. At 2-30 P. M., as the tide fell, the vessel again took a very heavy sheer to port, and although everything was done to prevent it, her bow took the edge of the sand about midway between the Lower Eastern Bellary and Huldea beacon buoys. At 11-20 P. M., as the flood tide set in, the steamer passed hawsers and the vessel floated, having apparently sustained no injury. No damage was done to the cargo.

168. The Native muchwa BABU RAMPRASAD [of Vingorla, $7\frac{1}{4}$ tons register, official number 1564, 2 years old, lateen-rigged], from Vingorla with a cargo of 280 maunds of ghee, bajree, cotton seeds, skins, and cotton to Bombay; owing to the strong easterly winds she was driven ashore at 5 A. M. of the 18th December close to Kelusgaum near Vingorla on the Bombay Coast. The vessel sustained damage to the extent of Rs. 50. Rs. 600 worth of cargo was lost. Crew of 7 men. No loss of life.

169. The British ship GLENLYON [of Greenock, 1,488 tons register, official number 46682, age and class not reported], from Rangoon to Bombay with a cargo of timber. At 7 A. M. on the 27th December she took a sheer, parted her hawser, and grounded on the N. E. extreme of Hastings Shoal in the Rangoon River, Burma Coast. The tug tried to get her off, but as she had insufficient

power she was unsuccessful; but with the assistance of another tug she was got off, and the ship proceeded to sea. The cause of the accident was not having a better hawser, and the tug not being sufficiently powerful. The number of the crew not reported. No damage to vessel or cargo. No loss of life.

APPENDIX.

NOTES ON THE WEATHER EXPERIENCED AT THE PRINCIPAL PORTS ROUND THE COASTS OF INDIA AND BURMA DURING THE YEAR 1878.

KURRACHEE.

Highest and lowest readings of the Barometer during the year 1878 at the Port of Kurrachee.

	Highest.	Lowest.
	Inches.	Inches.
January	30·32	30·00
February	30·28	30·09
March	30·24	29·94
April	30·10	29·82
May	29·95	29·75
June	29·94	29·62
July	29·82	29·52
August	29·88	29·53
September	30·00	29·64
October	30·10	29·85
November	30·24	29·97
December	30·18	30·10

The maximum wind experienced in 1878 as registered by the Harbour Works Anemometer was as follows:—

8th July.—Direction . . . . . S.W.
Velocity . . . . . 43 miles per hour.

There were no extraordinary seas during the year in question; the force of sea during the south-west monsoon was about the average of that season.

Violent storms are unknown at Kurrachee, which is north of the limit of cyclones.

The greatest velocity of wind at Manora since the Anemometer was erected in 1870 was 62 miles an hour in a squall from the N.N.E., which lasted one hour on 26th September 1872, and which was of exceptional violence for Kurrachee.

BOMBAY.

	Barometer.				Thermometer.			
	A. M.		P. M.		A. M.		P. M.	
	Maximum.	Minimum.	Maximum.	Minimum.	Maximum.	Minimum.	Maximum.	Minimum.
January	30·09	29·92	30·00	29·84	77°	71°	82°	73°
February	30·10	29·98	30·02	29·92	87½°	72°	88°	74°
March	30·10	29·91	29·98	29·82	88½°	77°	89°	78°
April	29·97	29·82	29·88	29·76	87°	83°	88°	84°
May	29·95	29·85	29·82	29·76	89°	87°	90°	86°
June	29·91	29·66	29·77	29·61	84°	81°	89½°	81°
July	29·80	29·62	29·77	29·55	86°	78°	87°	79°
August	29·83	29·61	29·76	29·61	85°	79°	85°	80°
September	29·87	29·61	29·81	29·52	85°	80°	87°	81°
October	29·95	29·73	29·87	29·65	89°	81°	89°	83°
November	30·00	29·80	29·90	29·72	86°	80°	87°	83°
December	30·02	29·89	29·96	29·81	82°	73°	87°	75°

Winds, &c.

April 4th.—From 1 to 4 A.M., lightning with rain.
June 13th.—Heavy rain at midnight.
„ *17th.*—Threatening appearance from the N.E., with thunder and lightning; midnight, thunder, lightning and rain.
„ *23rd.*—From 1 A.M. to 4 A.M., hard squalls from S.W. with heavy rain.
„ *24th.*—6 P.M., vivid lightning and thunder, continued so all night with rain; wind variable.

July *19th.*—Barometer falling; at 5 P.M., threatening appearance to the N.E.
„ *20th.*—3 P.M. Threatening appearance rising in the S.W. It broke at 3-30 P.M. with very heavy rain, little wind but very thick. Barometer standing at 55°.
„ *22nd & 23rd.*—Heavy rain with hard squalls throughout the day from S.W.
„ *31st.*—During the night very heavy gusts of wind from West to S.W. with heavy rain.
August *2nd.*—Threatening appearance in S.W.
„ *22nd.*—Heavy clouds with threatening appearance in the N.N.E.
„ *30th.*—6 P.M. Thunder and lightning. Heavy clouds rising in the S.E.
September *21st.*—From 3 to 6 A.M. Thunder, lightning, and rain. 9 P.M. to midnight, vivid lightning and heavy thunder.
„ *29th.*—5 P.M. Thunder, lightning, and rain, with a heavy dust-storm.
„ *30th.*—Rain, thunder; and vivid lightning between 7 and 8-30 P.M., a heavy elephanta storm wind from North to S.E., about 20 cargo boats foundered.
October *4th.*—At sunset an elephanta storm, thunder, lightning and heavy rain, very little wind.
„ *19th.*—At 5 P.M., heavy thunder-storm from N.E. Lightning and heavy rain.
„ *23rd.*—2-30 P.M. Heavy thunder and lightning; strong wind from N.E.
„ *26th.*—From 9 to midnight, lightning was incessant.
November *2nd.*—Thunder and lightning from N.E.; wind light W.N.W.

Rainfall at Bombay.

[Taken from the *Times of India* Calendar and Directory of 1879.]

June.	July.	August.	September.	October.	November.	Total.
25·14	48·59	20·03	18·80	8·67	1·87	123·10

KARWAR.

Nothing very unusual is to be recorded about the weather during the past year with the exception of a heavy rainfall.

Rain.—At the Karwar Meteorological Observatory, 186·49 inches were gauged from 2nd April to 22nd November; the heavy rain commencing on the 10th June (when the S.W. monsoon set in), and up to the end of September 172 inches had fallen. The rainfall registered at the Jail and Civil Hospital was greater than at the Observatory; being upwards of 200 inches; and at Coompta, 35 miles to the Southward, 200 inches were also noted. The previous very heavy rainfall here was in 1874, when it reached 156 inches.

Wind.—Land and sea breezes prevailed during January and February. In March, April, and May the wind was variable between S.W. and N.W.; very fresh sea breezes in the latter month. On the 5th of June a severe thunder-storm was the forerunner of the S.W. monsoon, which latter set in rather mildly from S.W., veering to West and W.N.W. towards the end of September. After this the wind hung well in the South with occasional calms until the beginning of November, when the land and sea breezes set in again.

Currents.—During the S.W. monsoon there is sometimes a strong set to the South, and the year before last, one of the buoys marking the patch off Elephant Island having broken loose, drifted up in the teeth of a hard gale from the S.W. for three days, but on the fourth day came back North again. This was plainly noticed by the European light-keeper at the Oyster Rocks.

Barometer.—Lowest reading in the year was at 4 P.M., 17th July, when it stood at 29·728; the forenoon reading being 29·818.

Temperature.—Highest reading of the sun maximum in vacuo was on 2nd June 154·5°. Lowest reading of the sun maximum in vacuo was on the 29th June 91·0°. Lowest reading of grass thermometer during the year was on the 22nd December 59°. The highest temperature recorded in the shade was on the 27th November 96·4°. (The maximum in vacuo that day, however, only showed 141·1°).

Tides.—Highest tide on the 1st August. Lowest tide on the 25th November.

Anemometer.—Greatest number of miles during 24 hours, 700 miles, 18th May.

CALICUT.

January.—Very variable winds all round the compass. Morning and evening land and sea breezes. Weather fine and clear, smooth water.

February.—Similar winds and weather.

March.—Similar changeable winds from N.E. round by N.W. to W., a heavy swell setting in along the coast from the Westward, weather fine and barometer high.

April.—Unsettled weather, winds very variable from N.W. and the eastern quarter, some rain, thunder and lightning. Frequent calms in the mornings.

May.—Set in with unsettled weather, wind veering from S.E. to S.W. Much thunder and lightning with rain, sea beginning to tumble in heavily on the coast. In the middle of the month, winds settling in the western quarter, but continued heavy swell at W.S.W.; latter part of the month very squally, with thunder, lightning, rain, and a heavy sea on the coast.

June.—Squally unsettled weather, strong breezes from the Southward and Westward, much thunder, lightning, rain, and a very heavy swell running in on the coast, creating a tremendous surf on the beach.

July.—Winds variable, inclining from Eastward in morning, and from the Westward in mid-day and evening. Moderate weather and much less sea. In the middle of the month winds Westerly and the S.W. sea increasing; thunder, lightning, and rain. Winds from the Westward and S.W. increasing in force again, very heavy surf on the beach.

August.—Winds variable from N.E. to N.W., squally weather with thunder, lightning and rain. Very heavy squalls at night. Latter part of the month, strong breezes from the Westward creating a heavy surf.

September.—Winds setting in from the S.W. quarter with moderate weather, heavy swell still setting in from the Westward. Latter part of the month continued squally weather with rain.

October.—Winds throughout steady and moderate between W.S.W. and N.W., never veering into the eastern quarter, but frequent squalls with rain, the natural swell of the sea coming in from the Westward, but nothing excessive.

November.—Moderate and light winds from the western quarter, seldom going into the eastern, except as a land wind in the morning, some passing squalls with rain, the swell of the sea subsiding and the sea becoming moderate and smooth; fine weather throughout.

December.—Winds throughout very moderate and light, prevailing from S.W. to N.W. seldom from the Eastward, except early morning, weather very fine throughout, no heavy sea tumbling in, no surf on the beach, the sea at the anchorge perfectly smooth.

COCHIN.

January.—Winds (mornings) N.E. to East; evenings N.W. to S.W. sea smooth; weather fine.

February.—Winds (mornings) N.N.E. to East; evenings N.W. to W.S.W., sea smooth; weather fine.

March.—Winds (mornings) N.N.W., N.N.E. to S.E. by E.; evenings N.N.W. to W.S.W., 18th and 22nd squally with rain, thunder and lightning.

April.—Winds (mornings) N.N.E. to E.S.E.; evenings N.W. to W.S.W.; 5th, 8th, 15th, and 19th, cloudy with rain; 25th, 27th, and 28th, cloudy with rain, thunder and lightning.

May.—Winds (mornings) N.N.W. to W.N.W., N.N.E. to East; evenings N.W. to West; high surf on the 15th; 4th, 7th, and 26th, squally with rain, thunder and lightning; 5th, 10th, 12th, 15th, and 21st squally with rain.

June.—Winds (mornings) North to W.N.W., N.E. to S.E.; evenings, N.W. to S.W.; sea heavy on the 18th, squally cloudy weather with rain the whole of the month.

July.—Winds (mornings) North to West; evenings N.N.W. to W.N.W; sea smooth on the 3rd, rough on the 14th, heavy sea breaking across the Bar on the 19th; cloudy with rain nearly the whole of the month; on the 9th heavy squalls with rain, thunder and lightning; on the 19th squally with rain.

August.—Winds (mornings) N.E., North to W.N.W.; evenings N.W. to West; 4th to 8th, heavy squalls with rain; 9th to 31st cloudy with rain.

September.—Winds (mornings) N.N.E. to E.S.E., N.W. to S.W.; evenings N.W. to S.W.; heavy sea across the Bar on the 20th and 22nd; 1st, 7th, 17th, 20th, and 22nd, heavy squalls with rain.

October.—Winds (mornings) N.E. to E.S.E.; evenings N.N.W. to W. by S.; 2nd, 13th, and 14th, squally with rain.

November.—Winds (mornings) North, N.E. to East; winds (evenings) W.N.W. to W.S.W.; 4th, 5th, 6th, 13th, 14th, 18th, and 22nd, cloudy with rain; 23rd and 24th, cloudy with rain, thunder and lightning at night; 25th, squally with rain.

December.—Winds (mornings) N.N.E. to E.S.E.; winds (evenings) W.N.W. to W.S.W.; 2nd and 3rd, P.M. squally with rain, thunder and lightning; 10th, 11th, and 14th, squally with rain at midnight; 16th, squally with rain thunder and lightning; 21st and 27th, squally with rain.

PAUMBEN.

	Barometer.		General Direction of Wind.	Force.	Remarks.
	Highest reading.	Lowest reading.			
January 1878	30·17 on the 11th.	29·84 on the 2nd.	N.E.	4 to 5	Fine weather throughout moderate to fresh breezes.
February	30·14 on the 5th.	29·96 on the 27th.	E.N.E.	3 to 4	Monsoon decreasing in strength, and veering more to eastward.
March	30·13 on the 21st.	29·84 on the 31st	variable E.S.E. to N.N.E.	0 to 3	Wind variable both as to strength and direction, with occasional calms.
April	30·04 on the 26th.	29·79 on the 11th.	very variable	0 to 4	Much calm weather experienced during the month; winds exceedingly variable.
May	30·03 on the 31st.	29·80 on the 16th.	S.W.	5 to 6	S.W. monsoon broke on the 11th, experienced strong winds throughout.
June	29·92 on the 27th.	29·76 on the 7th.	S.W.	6 to 8	On the 7th, 9th, 12th, 13th, it blew a fresh gale from S.W.; the rest of the month strong breezes, very squally.
July	29·93 on the 28th.	29·73 on the 19th.	S.S.W.	4 to 6	First part of this month the wind was moderate from south, latter part moderate to fresh from S.W.
August	29·96 on the 21st.	29·75 on the 11th.	W.S.W.	4 to 2	Moderate to light W.S.W. winds throughout.
September	30·00 on the 10th.	29·74 on the 30th.	W.S.W.	4 to 7	6th experienced moderate W.S.W. gale, wind moderate during day, strong at night.
October	30·092 on the 23rd.	29·836 on the 2nd.	South N.E.	3 5 to 6	Wind shifted to N.E. on the 25th, but went back to S.S.W. on the 30th.
November	30·132 on the 16th.	29·850 on the 4th.	S.S.W. to N.E.	...	From 1st to 9th S.S.E. to S.S.W.; 9th to 24th, S.S.E. to N.N.E.; average daily velocity 252 as registered by the G.T.S. Tide Gauge Anemometer.
December	30·194 on the 30th.	29·888 on the 7th.	N. to N.E.	...	Throughout average daily velocity 369 miles as registered by the G.T.S. Tide Gauge Anemometer.

ALLEPPEY.

	Barometer.		Thermometer.		Rainfall.	State of Sea.	Force of wind.
	Highest reading.	Lowest reading.	Highest reading.	Lowest reading.			
	Inches.	Inches.					
January 1878 .	30·162	29·97.	88½°	76°	No rain	Calm	1 to 5
February . .	30·172	29·95	89½°	74½°	„	„	1 to 5
March . . .	30·188	29·864	90°	79½°	3·900	Surf, 25th to 31st ...	1 to 5
April . . .	30·064	29·77	91°	81°	4·500	Heavy surf 9th to 12th	1 to 5
May . . .	30·01	29·84	89°	80½°	12·650	Surf, unsettled weather, occasional squalls.	
June . . .	30·028	29·878	85°	77°	50·800	Surf, heavy rains ...	1 to 8
July . . .	30·061	29·52	86°	76°	22·550	„ „ ...	1 to 6
August . . .	30·024	29·002	85°	76°	32·100	„ „ ...	1 to 6
September . .	30·072	29·83	84°	76½°	20·000	„ rains ...	1 to 6
October . . .	30·091	29·882	85°	76°	10 100	„ to 15th rains ...	1 to 4
November . .	30·076	29·852	84½°	76½°	7·850	Calm	1 to 4
December . .	30·11	29·88	85½°	77°	9·250	„	0 to 1

* 173·70 inches of rain fell during the year. No regular records of the state of the sea were kept as except during the S.W. monsoon there is scarcely any change to note. The "oily" character of the mud and the protection of the Lakadives cause an equable sea during the fine season.

TUTICORIN.

	Barometer.		Thermometer.		Rainfall.	Winds, &c.
	Maximum.	Minimum.	Maximum.	Minimum.		
	Inches.	Inches.			Inches.	
January 1878.	30·18	29·81	86°	78°	0·4	The N.E. monsoon was blowing during the whole of this month with fine clear skies.
February . .	30·15	29·95	88°	79°	0·0	The N.E. wind continued, veering to the N.W. in the early morning after the 10th, and to the N.E. in the afternoon.
March . . .	30·15	29·85	89°	80°	0·0	Light North, East and South-east winds in the early part of the month. From the 12th, N.E. again prevailed up to the 28th, when it again veered from N.W. to S.E.
April . . .	30·70	29·77	90°	84°	3·0	N.W. in the morning and veering to N.E. and East of an afternoon, moderate breeze.
May . . .	30·00	29·75	94°	84°	0·8	N.W., E. and N.E. up to the 6th, then S.E. and southerly winds prevailed during the day and West at night; from the 12th, it blew strong from the latter direction at night.
June . . .	29·92	29·74	91°	82°	0·0	S.S.W. and W. strong prevailed during the whole of this month.
July . . .	29·92	29·70	93°	84°	0·0	West winds at night, and from the 1st to the 16th light easterly sea breeze for a few hours in the day; after this date strong West again up to the 26th, when sea breezes again set in.
August . . .	29·96	29·72	94°	84°	0·3	Strong West from 1st to 13th the whole day and night; from the 14th to the end of the month West at night and E. and S.E. during the day.
September . .	29·98	29·74	95°	84°	0·6	Variable from N. to East and S.W., W., the latter blowing strong from the 17th to the 23rd.
October . . .	30·00	29·70	93°	84°	3·9	Variable from E., S.E, and W., S.E. and S. prevailing of an afternoon.
November . .	30·06	29·72	90°	82°	3·3	From the 1st to the 5th the winds were from S.W. to E. S.E.; on the 5th, barometer touched 29·72 with West wind; on the 8th it went to N. and E., N.E. and S.E., coming back to N.W. in the early morning.
December . .	30·09	29·87	86°	78°	3·2	N.W. to N.E. to the 3rd, W. to S.E. from 4th to 10th, N.W., N. and N.E. up to the end of the month.

COLOMBO.

	Winds.	Remarks.
January 1878.	N.E., E.N.E., N.W.	During the first and the middle parts of the month light winds, clear weather, small showers and thunder occasionally. The latter part moderate winds, hot weather with threatening rain clouds towards evening.
February	E.N.E., North, N.W.	Clear weather, and light winds in the mornings, hazy round the horizon and fresh sea breeze from N.W. during the afternoon with a chopping sea.
March	Easterly and Westerly.	During the whole of the month light winds, clear weather, smooth water, heat oppressive and a thick haze round the horizon at daylight.
April	S.E., S. Westerly.	During the whole of the month, very light winds, sea smooth, heat oppressive with occasional slight showers.
May	S.E., S. Westerly.	From 1st to 13th, weather sultry, heat oppressive, wind light, mostly from S. Westward. Vivid flashes of lightning, with rain and thunder occasionally. From 14th to end of the month, fresh S.W. winds, cloudy and squally weather with heavy rain and thunder and lightning.
June	W., S.W.	From 1st to 20th, strong wind, cloudy sky with passing heavy showers occasionally, sea very high and boisterous, some vessels lost their anchors and some dragged and got to leeward. From the 21st to the end of the month, wind moderate and weather fair with slight showers occasionally.
July	S.W., West.	From 1st to 13th, winds moderate, weather fair, heat excessive, cloudy sky and rain occasionally. 14th and 15th it blew strong in gusts from West with rain. Sea boisterous. From 16th to 30th wind moderate, and weather fair with gloomy sky occasionally.
August	S.S.W., S.W.	Mostly squally and rainy, with thunder and lightning. Wind moderate. On the 22nd it blew strong from S.W. and brought heavy rain.
September	S.S.W., South., S.W.	Moderate winds, cloudy sky with passing slight showers nearly every day.
October	S.E., S.W.	Light winds, cloudy sky, rain occasionally with lightning and thunder.
November	S.E., East, and N.E.	Throughout light winds and fair weather and smooth water with occasional showers.
December	N.E., North, N.W.	From 1st to 15th, light winds and fair weather. Heat excessive. From 16th to 23rd fresh winds and fair weather. Threatening clouds and rain towards sunset and a fresh breeze from North. From the 24th to 31st light winds and fair weather.

GALLE.

	Barometer.		Thermometer.			Winds (No. of days in each direction).										Rainfall, inches.
	Maximum.	Minimum.	Maximum.	Minimum.	In sun's rays.	Time.	N.	N.E.	E.	S.E.	S.	S.W.	W.	N.W.	Calm.	
January 1878	29·986	29·720	86·0°	73·1°	152°	9-30	6	18	1	1	...	...	...	3	1	12·76
	on the 9th	on the 2nd	on the 24th	on the 11th	on the 1st	3-30	2	4	2	3	2	4	1	12	...	
February	29·989	29·779	91·0°	73·7°	162°	9-30	5	19	...	...	...	1	...	3	...	1·17
	on the 11th	on the 2nd	on the 11th	on the 6th	on the 27th	3-30	...	1	...	6	1	6	5	9	...	
March	29·996	29·704	90·9°	74·9°	167°	9-30	4	21	...	5	...	...	...	1	...	5·10
	on the 6th	on the 31st	on the 23rd	on the 4th	on the 23rd and 25th	3-30	2	3	...	10	3	4	1	8	...	
April	29·924	29·677	92·0°	77·0°	169°	9-30	...	16	3	8	...	1	...	2	...	7·43
	on the 19th	on the 11th	on the 7th	on the 16th	on the 3rd and 9th	3-30	1	2	1	11	8	7	...	...	...	
May	29·889	29·690	89·5°	74·9°	164°	9-30	2	6	...	4	2	4	1	12	...	12·67
	on the 27th	on the 15th	on the 6th	on the 31st	on the 6th	3-30	1	1	...	2	6	12	1	8	...	
June	29·887	29·713	85·0°	76·0°	162°	9-30	...	1	...	...	...	5	2	22	...	18·26
	on the 12th	on the 15th	on the 1st and 15th	on the 18th and 26th	on the 15th	3-30	...	1	...	...	...	9	2	18	...	
July	29·858	29·648	87·0°	74·3°	157°	9-30	...	...	...	...	1	5	...	25	...	11·68
	on the 27th	on the 16th	on the 29th	on the 12th	on the 27th	3-30	...	...	...	...	...	13	3	14	...	
August	29·932	29·690	85·0°	75·5°	.....	9-30	1	1	...	1	2	7	...	19	...	14·82
	on the 16th	on the 11th	on the 1st and 2nd	on the 8th	.....	3-30	...	...	...	...	3	5	1	20	...	
September	29·916	29·685	84·4°	75·0°	.....	9-30	1	1	...	...	...	8	4	16	...	10·43
	on the 17th	on the 30th	on the 12th	on the 17th	.....	3-30	...	...	...	...	1	7	2	19	...	
October	29·917	29·659	84·9°	72·9°	.....	9-30	2	...	...	...	2	11	2	14	...	18·39
	on the 8th	on the 1st	on the 8th	on the 28th	.....	3-30	1	...	...	...	2	10	5	13	...	
November	29·896	29·665	85°	73·9°	.....	9-30	2	5	...	...	1	...	1	21	...	6·18
	on the 16th	on the 4th	on the 23rd	on the 13th	.....	3-30	...	2	...	1	2	...	2	23	...	
December	29·937	29·676	85·0°	72·9°	.....	9-30	7	11	...	1	...	1	...	10	...	3·66
	on the 29th	on the 4th	on the 20th	on the 23rd	.....	3-30	...	1	...	1	7	2	1	18	...	

NEGAPATAM.

	Barometer (read at 10 A.M. and 4 P.M.)		Thermometer (read at 10 A.M. and 4 P.M.)		Winds.	General Remarks.
	Maximum.	Minimum.	Max.	Min.		
January 1878	30·29 on the 31st	30·00 on the 5th	85°	78°	West to South to S. E. veering to N. E. N.W. to N.E. N.W. to East. N.E., West, Northerly to N.E., East to S.E.	The weather during this month was somewhat unusual, at the commencement light and moderate winds with fine weather, and smooth sea prevailed with variable winds as noted, increasing in force towards the middle and up to the 25th, when fresh breezes, squally weather set in, rough sea with strong current, not permitting cargo boats to ply to the shipping in the roads, heavy rain at intervals and cloudy sky; after which fair weather prevailed with light and moderate winds; clear sky and smooth sea to the end of the month.
February „	30·34 on the 4th	30·10 on the 25th	85°	83°	From N.W. to N.E. up to 10th. S.W. to S.E.	Light and moderate winds with smooth sea and calms, cloudy weather at intervals prevailed up to the middle of the month, after which westerly winds land and sea breezes regularly set in; days somewhat sultry at noon, till sea breezes set in.
March „	30·27 on the 1st	29·93 on the 29th	88°	85°	From S.W. to S.E. and East N.E. at times.	Fine settled weather prevailed with smooth sea and regular light and moderate land and sea breezes; the weather was sultry during the day at times, and on the 13th heavy swell from the eastward was experienced and rough sea.
April „	30·19 on the 18th	29·90 on the 4th	88°	85°	S.W. to S.E.	The weather was settled, oppressive weather prevailed at times, during the interval of the land and sea breezes, but towards the end of the month the sky was overcast, with fresh breeze at times, sea smooth with lightning and breaking of the clouds to the eastward.
May „	30·16 on the 3rd	29·80 on the 16th	95°	83°	S.W. to S.E. West to South.	The weather was unsettled, squally with rain from south-west, early in the month, with heavy surf and sea, and swell from the south-east, sultry weather prevailing at times with calms, lightning and thunder occasionally; and on the 24th squally from north-east, with some slight drizzling rain; after which up to the end of the month the weather was sultry, the land wind blowing hot.
June „	30·02 on the 3rd	29·82 on the 14th	95°	85°	Westerly S.W. Southerly.	Light and moderate winds with calms wind blowing hot from the land during the day, mostly cloudy and oppressive weather at times; along shore winds fresh, prevailing during the latter part, occasionally lightning from north-west, sea undisturbed.

NEGAPATAM—concluded.

		Barometer (read at 10 A.M. and 4 P.M.)		Thermometer (read at 10 A.M. and 4 P.M.)		Winds.	General Remarks.
		Maximum.	Minimum.	Max.	Min.		
July	1878	30·17 on the 12th	29·80 on the 17th	90°	86°	From N.W., Westerly, S.W., S.S.E.	Same weather prevailed as in June, with occasional squalls, veering from N.W. to S.W.; thunder and lightning and rain, heavy showers at times, but frequently hot, sky cloudy and overcast very often; sea breeze blowing fresh during the night.
August	„	30·14 on the 19th	29·84 on the 5th	90°	85°	N.W. to S.W., S.E.	Much the same winds and weather as in July, except that squalls were more frequent, with more rain, heavy fall at times, and lightning and thunder.
September	„	30·15 on the 11th	29·89 on the 20th	93°	84°	N.W., S.W., Southerly.	Calm and hazy at times, squally, with strong winds, heavy rain, thunder and lightning, heavy squalls at times from N.W. to S.W. with heavy rain, sea breeze ceasing to blow for days together; cloudy nearly throughout the month, and very sultry at times.
October	„	30·10 on the 1st	29·82 on the 17th	89°	82°	Nearly all round compass.	During the early part squally weather, drizzling rain, banking clouds from N.E. to S.E., with heavy squalls veering from N.W. to N.E., weather assuming a monsoonish appearance; during the middle of the month fine weather prevailed, but during the latter part, dark, gloomy appearances, squally, with wind in fitful gusts from N.E., with rain sometimes in torrents, heavy sea and surf, and sky overcast; current running strong to southward.
November	„	30·14 on the 28th	29·82 on the 4th	87°	82°	N.E. veering to N.W. N.W., West, S. S.E., and East.	The weather during this month was very unsettled and during the early part of the month it was apparent that there was a disturbance somewhere to the northward on the coast, at which time the weather was very threatening with heavy sea, rain, thunder and lightning. Later on, and passed middle of the month, more settled weather prevailed, but at the end weather assumed a threatening, appearance, heavy, squally with torrents of rain, with a heavy swell from N.E., cloudy weather with sky overcast. The winds during the early and latter part of the month during bad weather veered round the compass.
December	„	30·18 on the 28th	29·88 on the 5th	86°	76°	N.E. Northerly	The weather during this month was very much the same as that which prevailed in November, blowing hard at times, veering in squalls, torrents of rain, fresh gales, with dark and hazy weather at times, heavy sea and surf with strong current, and communication with ships difficult. The wind, also, was very variable, almost similar to November.

PONDICHERRY.*

	JANUARY.			FEBRUARY.			MARCH.		
	State of the sea.	Direction of wind.	Force.	State of the sea.	Direction of wind.	Force.	State of the sea.	Direction of wind.	Force.
1st	Smooth	E. to S.E.	3—4	Very smooth	Variable	...	Smooth	S.E.	4
2nd	Very smooth	E.S.E. and variable.	3	Do.	Do.	...	Very smooth	.....	...
3rd	Smooth	N.E.	4	Smooth	E.N.E.	4	Do.	.....	...
4th	Do.	Variable	...	Do.	N.E.	4	Smooth	.....	...
5th	Rough	E.N.E. to N.E.	4	Do.	N.E. and variable.	4	Do.	.....	...
6th	Do.	N.E.	4	Do.	Do.	...	Do.	.....	...
7th	Do.	N. E., irregular	...	Rough	N.E.	4	Do.	.....	...
8th	Do.	N.E.	4	Smooth	N.E., irregular	...	Do.	.....	...
9th	Smooth	N.E.	4	Do.	E.N.E., variable	3	Do.	.....	...
10th	Do.	East and variable.	4	Very smooth	Variable	...	Do.	.....	...
11th	Rough	N.E.	4	Do.	Do.	...	Do.	S.E., irregular	...
12th	Do.	N.E.	4	Do.	S.E., irregular	...	Do.	Variable	...
13th	Do.	N.E.	4	Do.	E.S.E., irregular	...	Roughish	E.N.E. and variable.	...
14th	Smooth	N.W. to N.E.	3—4	Do.	E., irregular	...	Smooth	Variable	...
15th	Rough	N.E.	4	Smooth	Variable	...	Do.	Do.	...
16th	Smooth	N.E.	4	Very smooth	E.S.E.	3	Do.	E.S.E. and variable.	4
17th	Do.	N.E.	4	Do.	E.S.E., irregular	...	Do.	Variable	...
18th	Rough	N.E.	4	Do.	E.S.E., variable	3	Do.	E.S.E., irregular	...
19th	Do.	N.E.	4	Do.	Very variable	...	Do.	E.S.E. and calm	...
20th	Do.	N.E.	4	Do.	E.S.E., variable	3	Do.	E.S.E.	4
21st	Very rough	N.E.	4	Smooth	Do.	4	Do.	E.S.E. and E.N.E.	3—4
22nd	Rough	N.N.W. to N.E.	3—4	Very smooth	Variable	...	Moderate	E.N.E. and variable.	3
23rd	Smooth	N.E.	3	Do.	E.S.E. and variable.	2—3	Smooth	Variable	...
24th	Do.	N.E.	4	Do.	Variable	...	Do.	Do.	...
25th	Do.	N.W. to N.E.	3	Smooth	E.S.E.	3	Do.	East and variable.	4
26th	Do.	N.E., variable and calm.	...	Do.	Do.	3	Do.	E.N.E. to E.S.E.	3—4
27th	Do.	East and calm.	...	Do.	S.E. and variable.	4	Do.	E.S.E. and variable.	4
28th	Very smooth	East	3	Do.	S.E.	4	Do.	S.E. and variable.	4
29th	Do.	E.S.E., variable	...	.....	.....	...	Do.	S.E.	5
30th	Do.	Do.	...	.....	.....	...	Do.	S.E., irregular	...
31st	Do.	Do.	...	.....	.....	...	Do.	S.E., variable and calm.	...

* From information supplied by the Captain of the Port, Pondicherry.

PONDICHERRY—continued.

	APRIL.			MAY.			JUNE.		
	State of the sea.	Direction of wind.	Force.	State of the sea.	Direction of wind.	Force.	State of the sea.	Direction of wind.	Force.
1st	Rough	S.E. and variable.	5	Smooth	Calm and variable.	...	Smooth	W. to S.E.	4
2nd	Do.	S.E. calm and variable.	...	Do.	E.S.E.	5	.....	S.S.W. to W.S.W.	3—4
3rd	Do.	E.S.E. and calm	...	Do.	Very variable	...	.....	W.S.W. to W.	4
4th	Do.	Variable and calm.	...	Do.	E.S.E., variable	5	.....	Variable and calm.	...
5th	Very smooth	Do.	...	Do.	Do.	...	.....	S.W., variable and calm.	...
6th	Do.	E.S.E. and variable.	4	Moderate	S.E., E.S.E. and variable.	5	.....	S.E., calm.	...
7th	Smooth	Variable and calm.	...	Rough	S.E.	6	.....	Calm and variable.	...
8th	.....	Do.	...	Do.	S.E., variable	4	.....	W.S.W. and calm.	...
9th	.....	Do.	...	Do.	Do.	..	.....	S.W.	4
10th	.....	S.E. and variable.	4	Smooth	S.E., calm and variable.	...	.....	S.W. to S.E.	5
11th	.....	S.E. and calm.	...	Rough	S.E.	5	.....	W.S.W., variable.	4
12th	.....	S.E.	5	Do.	Do.	...	.....	W.S.W. and calm.	...
13th	.....	S.E.	5	Do.	S.E., calm and variable.	...	.....	Do.	...
14th	.....	S.E. and calm	...	Smooth	Do.	...	.....	S.W. and variable.	5
15th	.....	Variable and calm.	...	Rough	S.E., irregular	6	.....	W.S.W. and calm.	...
16th	.....	S.E.	4	Do.	S.E., variable	5	.....	Do.	...
17th	.....	Variable and calm.	...	Smooth	E.S.E., variable	5	.....	W.S.W., variable and S.E.	3—5
18th	.....	E.N.E.	4	Do.	Variable and calm.	...	.....	Calm and variable.	...
19th	.....	East	3	Do.	E.S.E., variable	5	.....	W.S.W. and S.E.	3—5
20th	.....	E.S.E. and variable.	4	Do.	Very variable	...	.....	Calm and variable.	...
21st	.....	S.E. and E. and variable.	5	Do.	Do.	...	.....	W., calm to S.S.E.	4
22nd	.....	E.S.E.	5	Do.	S.E. to S.S.E.	3—6	.....	Calm and variable.	...
23rd	.....	S.E. and calm	...	Do.	S.S.W. to S.E.	3—5	.....	Do.	...
24th	.....	Do.	...	Do.	Very variable	...	.....	W.S.W. to S.E.	3—5
25th	.....	S.E. and variable.	5	Do.	Do.	...	.....	S.S.W. to S.E.	3
26th	.....	S.E. and E.	3—4	Do.	S.S.W. to S.S.E.	6	.....	W.S.W. to S.E.	6
27th	.....	East and variable.	4	Rough	Variable	...	.....	Do.	3—4
28th	.....	Variable	...	Do.	Do.	...	Rough	Variable	...
29th	.....	E.S.E. and variable.	...	Do.	Do.	...	Smooth	West and variable.	4
30th	.....	S.E. and E.S.E.	4	Smooth	S.E., calm and variable.	...	Do.	Do.	...
31st	.....	.....	...	Rough	Variable	...	.....	.....	...

PONDICHERRY—continued.

	JULY.			AUGUST.			SEPTEMBER.		
	State of the sea.	Direction of wind.	Force.	State of the sea.	Direction of wind.	Force.	State of the sea.	Direction of wind.	Force.
1st	Smooth	N.N.E. to S.E.	3—5	Smooth	W.S.W.	3	Very smooth	E. to S.E.	3—4
2nd	Rough	S.W. to S.E.	3—6	Do.	Do.	2	Do.	E.S.E., calm and variable.	...
3rd	Do.	S.E.	6	Rough	Do.	3	Do.	S.E., calm and variable.	...
4th	High	S.W. to S.E.	3—5	High	Do. and calm.	4	Smooth	Calm and variable.	...
5th	Rough	S.E. and calm	5	Disturbed	Do.	3	Do.	Do.	...
6th	Smooth	S.E.	6	Rough	Calm and variable.	...	Do.	W.S.W. and variable.	3
7th	Do.	N.W. to E.S.E.	3	Smooth	Do.	...	Do.	S.W. and variable.	...
8th	Do.	Calm and variable.	...	Do.	S.E., calm and variable.	5	Do.	Calm and variable.	...
9th	Very smooth	Do.	...	Do.	S.W. to S.E.	3	Do.	Do.	...
10th	Smooth	E.S.E., calm and variable.	...	Do.	W., variable and S.S.E.	...	Do.	Do.	...
11th	Do.	S. E. and calm	...	Do.	S.W.	3	Do.	W.S.W. and variable.	3
12th	Do.	E.S.E. and variable.	4	Do.	S.W. and variable.	3	Do.	W.S.W. to West	3—4
13th	Do.	E.S.E., calm and variable.	...	Do.	Calm and variable.	...	Do.	Do.	2—3
14th	Do.	S.E. and do.	...	Rough	S.W. to S.S.E.	3—4	Very smooth	W.S.W. to S.W.	2—3
15th	Do.	Calm and variable.	...	Do.	S.S.E. and variable.	5	Do.	S.W. to W.S.W.	2—3
16th	Do.	W.S.W. to S.E.	3—4	High	S.E., calm and variable.	4	Do.	W.S.W. and variable.	3
17th	Do.	Calm and variable.	...	Rough	Calm and variable.	...	Smooth	S.S.W. to S.E.	3—4
18th	Do.	Do.	...	Do.	S.W. to S.E., variable.	...	Do.	S.W. to calm	3
19th	Do.	West	5	Do.	W. to S.E., calm and variable.	...	Rough	W.S.W.	3
20th	Do.	W.S.W.	2	Do.	Calm and variable.	...	Smooth	Do. and variable.	3
21st	Do.	W., calm and variable.	...	Smooth	W.S.W. to S.S.E.	3—5	Do.	W.S.W.	3
22nd	Do.	W.S.W.	2	Do.	S.S.W. and variable.	4	Do.	S.W.	4
23rd	Rough	Do.	3	Do.	S.E., calm and variable.	...	Do.	W.S.W. to S.E.	3
24th	Do.	Do.	3	Very smooth	E.S.E., calm and variable.	4	Do.	West	3
25th	Do.	S.W. to S.S.E.	5	Smooth	S.W. to S.E.	3—4	Do.	Calm and variable.	...
26th	Smooth	S.W.	3	Do.	W. to S.S.E.	3—5	Very smooth	Variable	...
27th	Rough	S.E. to S.W.	3	Do.	W.S.W. to S.E.	3—4	Smooth	Calm and variable.	...
28th	Smooth	S.W. to S.E.	3—4	Do.	Calm and variable.	...	Very smooth	Do.	...
29th	Rough	S.S.E., calm and variable.	...	Rough	Do.	...	Do.	W. to S.E.	3—4
30th	Do.	Calm and variable.	...	Smooth	S.E., calm and variable.	4	Smooth	W.S.W. to S.E.	4
31st	Do.	Do.	...	Do.	W.S.W. to E.S.E.	4	.....	.....	...

PONDICHERRY—concluded.

	OCTOBER.			NOVEMBER.			DECEMBER.		
	State of the sea.	Direction of wind.	Force.	State of the sea.	Direction of wind.	Force.	State of the sea.	Direction of wind.	Force.
1st	Smooth	S.E.	...	Smooth	Variable	...	Rough	N.W. to N.E.	3
2nd	Do.	Variable	...	Do.	Do.	...	Smooth	Do.	3—4
3rd	Do.	Do.	...	Do.	Do.	...	Very high	Do.	3—5
4th	Do.	S.W. to S.E. and variable.	3	Rough	West and variable.	...	Do.	N.W. and variable.	...
5th	Do.	Variable	...	High	West to S.S.E.	3	Do.	N.N.W. and variable.	...
6th	Do.	S.W.	3	Smooth	Calm and variable.	...	High	West, variable and S.E.	4
7th	Do.	S.W. to W.S.W.	2—3	Do.	S.E. to East	2—3	Rough	W.S.W. to S.E.	3
8th	Do.	W.S.W. to N.W.	3	Do.	S.S.W. to S.E.	2—3	Smooth	S.S.W. to E.S.E.	3—4
9th	Do.	Variable	...	Very smooth	East and calm	3	Do.	S.E. to E.S.E.	3—4
10th	Do.	Do.	...	Do.	East and variable.	3	Very smooth	S.E. to E.N.E.	2—3
11th	Do.	West and variable.	...	Do.	Do.	...	Do.	N.E. to E.N.E.	3—4
12th	Very smooth	N.W. to N.E.	2—3	Do.	E.N.E. and variable.	...	Do.	N.E. and calm	...
13th	Smooth	W. to E.	2	Smooth	E.N.E.	3	Smooth	Do.	...
14th	Rough	Variable	...	Do.	N.N.E.	4	Do.	N.E.	4
15th	Smooth	W.S.W. to S.E.	2—5	Very smooth	N.W. and variable.	3	Rough	N.W. to N.E.	2—5
16th	Do.	S.W. to S.E.	2—5	Smooth	N.W. to N.E.	3—4	Do.	Do.	3—4
17th	Rough	S.E. and variable.	...	Rough	N.W. to N.N.W.	3	High	N.N.W. to N.N.E.	4—6
18th	Do.	S.W. to S.E.	4	High	N.N.W.	4	Do.	Do.	4—6
19th	Smooth	S.S.W. to S.E.	3—4	Do.	Do.	5	Do.	N.W. to N.N.W.	3—4
20th	Do.	Do.	4	Rough	N.W. and variable.	3	Rough	N.N.W. to N.N.E.	4
21st	Very smooth	S.S.W. to E.S.E.	3—4	Smooth	East to S.E. and variable.	...	Smooth	N.W. to N.E.	3—4
22nd	Do.	E.S.E. to S.E.	3—4	Do.	Calm and variable.	...	Do.	Do.	3—4
23rd	Do.	S.S.E. to East	3	Do.	Do.	...	Do.	Do.	3—4
24th	Do.	East and variable.	4	Do.	N.W. to N.E.	3—4	Do.	Do.	3—4
25th	Smooth	N.E., irregular	...	Rough	N.N.W. to N.E.	3—4	Smooth	Do.	3—4
26th	Do.	Do.	...	Do.	N.N.E. to N.E.	4—5	Very smooth	Do.	3—4
27th	Rough	N.W. to N.E.	3—5	Do.	N.E.	4	Do.	N.E. and calm	...
28th	Do.	N.W. to N.N.W.	2—3	Do.	N.W. to N.E.	5	Smooth	N.E. and variable.	...
29th	Do.	N.W. to S.E.	2—4	Smooth	Do.	3—4	Very smooth	Do.	...
30th	Do.	S.W. to S.E.	3—4	Do.	Do.	3—4	Do.	N.N.W. to N.E.	4
31st	Smooth	E.S.E. to S.E.	3—4	.....	.....	...	Do.	N.E. to calm	3

MADRAS.

January.—Moderate winds varying from North to N.E. and E.S.E. towards the close of the month; sea moderate.

February.—Light variable winds, principally from the eastward with fine weather and a smooth sea.

March.—Light winds varying from E.S.E. and S.E., with fine weather and a smooth sea.

April.—Land and sea breezes principally from S.W. and S.E., the along-shore winds blowing very fresh at intervals with a short chopping sea on; thunder, lightning, and rain on the 15th and 16th.

May.—Same winds and weather until the morning of the 24th, when a very heavy N.E. squall was experienced which blew very strong until noon, causing a heavy sea also from that quarter. One native vessel drifted on shore. After this date the along-shore winds veering occasionally to S.E. blew fresh for some days, with a heavy surf.

June.—Land and sea breezes from west to S.E. with moderate weather, rain squalls generally occurring at night from the 22nd.

July.—Same winds and weather with rain and overcast sky off and on.

August.—Same winds and weather with occasional showers throughout the month.

September.—Winds ranging from W.N.W. to S.W., occasionally veering to S.S.E. with passing clouds and rain off and on, for about 17 days in the month.

October.—Winds varying from all points of the compass with cloudy weather and occasional rain off the land, sea and surf moderate throughout.

November.—On the 4th of this month a change was experienced, caused by the Vizagapatam cyclone. Fresh N. W. winds and a heavy sea and surf breaking over and submerging the North Groyne throughout its entire length. The same weather continued on the 5th, after which the wind fell light and veered to West and S. W., which weather continued until the 11th, when the wind shifted to N. E., and continued to blow with moderate force from that quarter veering to N.W. Slight rain fell for 9 days.

December.—A change was experienced on the 2nd December, with dark, gloomy weather and N.N.W. wind, and rising surf, attributable to the Cocanada cyclone. During the 3rd, 4th and 5th, a very heavy surf and sea prevailed, with huge rollers completely submerging the North Groyne, washing away the rails, &c. On the 6th wind fell light and veered to the West and S.W., where it continued until the 10th, when it settled again to the monsoon quarter. The weather during the remainder of the month was fine throughout, with a moderate sea and surf.

MASULIPATAM.

The Master Attendant of this port (who has only lately taken charge of the office) was unable to furnish any observations of the weather experienced during the year, owing to the very indifferent manner in which the weather register had been kept; no information relating to the direction of the winds, &c., was therefore forthcoming, but the following is reported:—

Maximum range of barometer (in January)	...	30·20	} Mean 29·95	
Ditto ditto ditto (in June and July)	...	29·70		
Ditto ditto thermometer (in May)	...	106°	}	„ 91°
Ditto ditto ditto (in December)	...	76°		

COCANADA.

The weather at this port from 1st of January was seasonable and fair till the 4th November, when the barometer began to shew a downward tendency, it being at 29·75 at 10 A. M. on this date, with occasional passing shewers and light winds from northward and eastward, and at 4 A. M. on the morning of the 5th the wind hauled round to N. N. W. and began to blow in gusts accompanied with heavy rain. The barometer, which kept gradually falling from this time with increasing heavy weather, clearly indicated an approaching cyclone, and at 9-30 A. M. on the same date the barometer was at 29·20; from this hour it fell rapidly to 28·73 at noon, the wind having gradually shifted from N. N. W. at 4 A. M. to west at noon, and blew hardest at 1 P. M. from that quarter at force 12, after which the storm gradually subsided and ended at W. S. W. The barometer commenced rising as rapidly after 1 P. M. as it had previously fallen, and stood at 29·40 at 5-30 P. M.

The following are the readings of the barometer taken at the Marine Office from 9-30 A. M. of the 5th:—

9-30 A. M.	29·20
10-45 „	29·10
11 „	29·00
11-15 „	28·85
11-30 „	28·80
11-40 „	28·80
11-50 „	28·78
Noon „	28·73
1 P. M.	28·92
1-30 „	28·94
2-10 „	29·08
4 „	29·27
5-30 „	29·40

From this date the weather kept fine until the 4th of December, when it again became unsettled, the wind blowing from N. N. E., force 9; at 4 P. M. on the 5th, barometer at 29·77 with frequent heavy rain, wind increased in intensity till it blew hardest at force 12, Northerly to N. N. W. between 11 P. M. on the 6th and 4 A. M. on the 7th, from which time the weather gradually moderated. No wrecks occurred to shipping at or in the vicinity of this port during these cyclones.

The following shews the readings of the barometer and direction and force of wind between 4 P. M. of the 5th and noon of the 7th December:—

	Hour.	Barometer.	Wind.	Force.
5th December . .	4 P.M.	29·77	N. N. E.	9
„ „ . .	5 „	29·70	„	...
6th „ . .	9 A.M.	29·70	„	...
„ „ . .	9-30 P.M.	29·65	„	10
„ „ . .	1-30 „	29·60	North by East.	...
„ „ . .	3-30 „	29·55	„	...
„ „ . .	10 „	29·49	North.	...
„ „ . .	Midnight.	29·39	„	12
7th „ . .	1 A.M.	29·33	„	...
„ „ . .	2 „	29·29	North by West.	12
„ „ . .	2-30 „	29·26	„	...
„ „ . .	3-15 „	29·28	N. N. W.	12
„ „ . .	4- 5 „	29·25	„	...
„ „ . .	5-15 „	29·30	N. W. .	9
„ „ . .	6 „	29·35	„	...
„ „ . .	8 „	29·41	W. N. W.	5
„ „ . .	10 „	29·48	West by North.	...
„ „ . .	Noon	29·50	W. S. W.	3

From 7th December to the close of the year the weather was fine.

VIZAGAPATAM.

January.—Throughout the whole of this month the winds in the mornings were from the North and N.N.E. and the afternoons from the Eastward and S. Eastward. Towards the latter end of the month, the thermometer ranged from 80° to 83°, and the barometer high from 30·10 to 30·30. A smooth sea with little or no surf.

February.—The early part of the month was fine and the wind Easterly in the mornings, and S. Easterly in the afternoons. After the middle of the month the weather was very unusual, for the winds came up from South and even little westing in them during the afternoons, and veered round to N.W. in the mornings. The temperature ranged about the same as last month; barometer same and the sea perfectly smooth.

March.—The Southerly winds gained in strength and during some days in the latter part blew nearly fresh. with a slight dribble of a current up the coast. The temperature ranging as high as 90°; the barometer was 30·70; a moderate surf on during the windy days of the month.

April.—As early as the 4th, thick heavy clouds began to gather to N.W., which brought on a squall with thunder and lightning; these were usually preceded by very hot sultry days and succeeded by one or two days of more pleasant weather; lower temperature, and fresh southerly winds in the afternoons throughout the whole month. Calm mornings, temperature averaging 90°, barometer 29·95; a decided increase in the current to the Northward with a long S.S.W. swell to the sea.

May.—This month was characterised by strong Southerly winds, and about the middle of the month it blew a gale, and for three days there was a heavy surf on. Heavy N. Westers with rain, thunder and lightning, commencing at 3 P.M. and lasting till 7. Remainder of the nights, calms, with the wind going round to South by West. The mornings calm with high temperature ranging from 91° to 94°; at the latter part of the month the wind drew to S.S.W. We had no cyclone nor appearance of any rotary gale near us.

June.—Throughout this month the wind veered from South to S.W., blowing a fresh breeze invariably in the afternoon, succeeded by N. Westers with lightning, thunder, and rain generally between 9 P.M. and midnight. The mornings particularly sultry, and the wind at the middle of the month was dry and scorching; the surf was high from the 13th to the 16th. The temperature was very high, reaching 98° in the Marine Office. Barometer ranged low at the dates above quoted, *i.e.*, 29·76 from 29·90.

July.—Frequent heavy showers of rain. The wind ranged from S.W. to West with many cloudy days; a decided fall in temperature since last month, ranging from 86° to 90°. Barometer was lowest in the afternoon of the 23rd, followed by a strong S.W. breeze. On the 24th, high surf and passing squalls with showers of rain lasting well on to the end of the month. High sea and current from the Southward.

August.—The squally weather lasted into the first week of this month with a low glass and frequent showers of rain. The middle of the month was peculiar on account of the strong S.W. and Westerly winds having ceased for a time, and were variable from S.E. round by West to N.W., and in the mornings commencing round again by N.E. and S.E. with cloudy weather; the latter part the S.W. monsoon spirted up again steady from S.W. to West in the afternoons, going as far as South and even S.S.E. Temperature ranged from 85° to 88° and only on one day, the 10th, attained to the height of 90°. A very beneficial month, the rains proving so to the agriculturists. Barometer after the first week (when it ranged as low as 29·61) had a tendency upwards and reached 29·90, at which range it stood the remainder of the month. The sea was smooth in-shore, and shipping operations were in no way retarded.

September.—The S.W. monsoon lasted well on to the end of the month, the sea smooth, frequent showers of rain with very sultry weather in the forenoon. The temperature higher than the preceding month, ranging about 90°. Barometer 29·84 to 30·00. Towards the latter end, from 27th to 30th, the wind blew steady from N.E. with passing squalls and rain. Current very capricious, running, at times, strong to the Southward in-shore, while ships reported a counter-current in the Bay. Sea smooth in-shore, and no surf to impede shipping operations.

October.—The early part of this month the wind kept shifting from the Eastward in the mornings, veering round by sea to S.S.E. and South in the afternoons, which were generally squally with rain and calm intervals; a very peculiar squall on the 13th formed to the Westward and passed over to seaward, coming back in a heavy gust of wind and rain, hardest S.E.; temperature ranging from 81° to 90°. Barometer 29·87 to 30·00. The 25th of this month was the first steady wind experienced here from N.N.E. 26th, a fine clear day, but that peculiar clearness which a rarified atmosphere alone can produce. (This peculiar state of atmosphere is one of the chief characteristics of the precursor of a typhoon in the China Seas, the hills in the distance standing out in bold relief, and the long, switchy (man's tails) clouds are observable.) The days following the 20th to 30th were very cloudy with

fresh squally weather and rain. The wind steady at N.N.E., veering very slightly but never to the Eastward of N.E. 31st was a less rainy day with long intervals between the squalls and less wind in them.

November.—Set in with fine days and showery nights up to Sunday the 3rd, on which day the breeze which was still steady from N.N.E. hauled more Northerly and freshened up to a strong breeze and a lump of a sea rolling in, making it uncomfortable for the ships in the roads (the *Fifeshire*, *Cambodge*, and S.S. *Oriental*). Monday set in with very squally weather, and a gloomy appearance, with every indication of the approaching storm. The shipping in the roads were warned in the morning to prepare for bad weather and their masters to repair on board. Noon wind steady and freshening. Afternoon warned the vessels to sea. The night was very squally, the squalls following each other in quick succession. At 1 A.M., a slight variation in the wind to the N.E. by Northward, at daylight wind increasing to a heavy gale and a tremendous sea rolling in, surf breaking. Where the ships were riding, *viz.*, 7½ fathoms water and at times even outside of them, 7-30 ships driving collided with each other. Signals flying "L.R.," and at 8 when the wind began to veer to the Eastward in tremendous squalls nothing could withstand it, and both ships by noon of the 5th were in pieces, and not a vestige of them left: the latter part of the day the wind went into S.E. and South at night, and the next morning at 10 A. M. the sun came out and a remarkably heavy bank of cloud was observed to the Eastward. The 7th was a beautiful day, with gentle breeze from S.S.W., glass high, and the sea very placid. The remainder of the month, N.E. and N.N.E. winds prevailed steadily. On the 21st, there was a remarkably heavy squall with much thunder and lightning, commenced at 2-30 A. M. and lasting till noon of the same day. Cleared up in the afternoon and remained fine till the end. The current ran strong to the Northward in shore during and after the gale, and when the steady N.E. winds returned the current ran down strong to the S. Westward.

Barometer, direction and force of wind during the November Cyclone.

	Hour.	Barometer.	Wind.	Force.
3rd November	7 A. M.	29·868	N.E.	4 to 5
	10 „	29·926	Ditto	5
	4 P. M.	29·808	Ditto	5 to 6
	6 „	29·808	North by East	6
4th „	7 A. M.	29·784	Ditto	4
	10 „	29·819	Ditto	6
	4 P. M.	29·602	Ditto	6
	6 „	29·624	N.E.	7 to 9
5th „	7 A. M.	29·502	N.E. by East to E. and E.S.E.	10 to 12
	10 „	29·524		
	4 P. M.	29·512	Noon S.E. by South	11
	6 „	29·601	S.S.W. to S.W. and	9
6th „	7 A. M.	29·728	West	7 and 8
	10 „	29·826	Ditto	4
	4 P. M.	29·718	S.W.	3
	6 „	29·848	Ditto	2

December.—Set in with pleasant weather, and on the 3rd that remarkable clearness above alluded to was also observed in the morning. The afternoon became cloudy with a freshening breeze from the N.N.E. which was blowing steady from that point without the slightest variance, but increasing in strength, very gradually causing a high swell and surf on the bar. 4th, night, blowing a fresh gale with a high surf, no communication with the only vessel in the Roads (the French S. S. *Coromandel*). 5th, blowing a strong gale, steamer parted one anchor, signalled to "put to sea" as her berth was unsafe owing to the sea breaking heavily and rolling on to her. 6th, increasing gale with deluge of rain. The wind remained to the Southward and Eastward on the 9th, 10th and 11th, going back to N.E. and N.N.E. On the 13th in the same way it had veered on the 8th (*i.e.*, N.N.E. by the East to the Southward and back). The remainder of the month was fine and clear with smooth water and low temperature.

Barometer, direction and force of wind during the December Cyclone.

	Hour.	Barometer.	Wind.	Force.	Rainfall in inches.	Remarks.
Wednesday, 4th December	7 A. M.	30·018	N.N.E.	5		Fresh breeze, sky overcast, surf increasing, surf flag flying all day, light spitting rain; heavy nimbus clouds gathering up to Northward. S. S. *Africa* no communication. 5th, increasing wind, but steady at one point, heavy nimbus clouds and light rain. 6th, still increasing winds, sea very high, and rain squalls more frequent. 3 P. M., tremendous showers and blowing very hard, intimation of storm received by wire. 7th, blowing a whole gale with blinding rain without intermission. Water accumulating fast in the backwater, cutting away embouchere fort, and a gradual veering of the wind to the Eastward and E.S. Eastward and moderating. 8th, early part wind from Southward with slight intervals of clear, and cessation of rain. Heavy nimbus clouds to the S. Westward, West, and a frightful current out of the river, when the water was one foot higher than in the gale of 1876.
	10 „	30·020	Ditto	6		
	4 P. M.	30·006	Ditto	6		
	6 „	30·004	Ditto	7		
Thursday, 5th „	7 A. M.	29·948	Ditto	7		
	10 „	29·948	Ditto	7		
	4 P. M.	29·908	Ditto	8	0·32	
	6 „	29·906	Ditto	8		
Friday, 6th „	7 A. M.	29·902	Ditto	8		
	10 „	29·858	Ditto	9		
	4 P. M.	29·746	Ditto	9	0·91	
	6 „	29·748	Ditto	10		
Saturday, 7th „	7 A. M.	29·780	East	10		
	10 „	29·828	Ditto	10		
	4 P. M.	29·800	E.S.E.	9	8·45	
	6 „	29·808	Ditto	9		
Sunday, 8th „	7 A. M.	29·906	S.E.	7		
	10 „	29·918	Ditto	4		
	4 P. M.	29·938	S.S.E.	3	8·50	
	6 „	29·938	Ditto	2		

BIMLIPATAM.*

	Barometer. Read at 10 A.M. and 4 P.M.		Thermometer. Read at 10 A.M. and 4 P.M.		Direction of winds.	Force.	State of the Sea.	Remarks.
	Highest.	Lowest.	Highest.	Lowest.				
January 1878	30·22 on 11th.	29·78 on 1st.	84°	75°	N.E., East, S.E., and South	0 to 4	Sea smooth	1st to 5th fresh breezes; from 5th to 16th light airs from seaward and very fine; from 17th to end of month, the weather was very fine and clear.
February ,,	30·18 on 7th.	29·96 on 27th.	87°	79°	E.N.E. to South in the mornings, S.E. to South in the evenings.	0 to 4	Sea smooth throughout	Fine clear weather throughout.
March ,,	30·17 on 21st.	29·80 on 31st.	88°	83°	Southerly	1 to 4	Sea very smooth throughout	Hazy atmosphere generally, with cloudy sky.
April ,,	30·06 on 26th.	29·78 on 11th.	86°	84°	Varying from S.W. to South	0 to 4	Ditto	Very light airs generally experienced during this month. Thunder and lightning on the 1st and 2nd; a heavy thunderstorm on the 3rd, and a N.W. squall, with thunder on the 15th. During this month the weather was hot and sultry, with cloudy sky. No rain after the 3rd.
May ,,	29·98 on 3rd.	29·73 on 30th.	93°	85°	S.E., South, and S.W.	0 to 3	Ditto	Hot sultry weather throughout, with frequent squalls, and rain in small quantities, cloudy sky and hazy atmosphere generally.
June ,,	29·79 on 1st.	29.57 on 14th.	96°	91°	Varying from West to South	0 to 4	Sea quite smooth to 13th, moderate on 14th, a high surf on 15th, and moderately smooth the remainder of the month.	Hazy atmosphere, hot winds, sultry weather, much thunder and lightning with a little rain.
July ,,	29·87 on 6th.	29·48 on 23rd.	90°	83°	Ditto, very changeable on the 23rd.	0 to 2 4 to 5 on 26th.	Moderately smooth to 22nd, high surf on 23rd, 24th, 25th, and 26th, and moderate to smooth to end of month.	Hazy atmosphere and cloudy sky, frequent showers; thunder and lightning on 19th, 20th, and 21st.
August ,,	29·89 on 29th.	29·55 on 3rd.	89°	83°	West, W.S.W. and S.W., very light throughout.	0 to 4	Surf very moderate	Generally cloudy with rain. Squalls on the 7th.
September ,,	29·93 on 2nd.	29·60 on 12th.	90°	85°	Calms and S.W. to South to 23rd, then North to S.E. to end of month.	0 to 3	Generally smooth water.	Hazy atmosphere and cloudy sky to 23rd. Thunder and lightning on 10th, 11th, and 17th. From 23rd to end of month, fine weather.
October ,,	29·97 on 23rd.	29·72 on 29th.	89°	78°	Variable; N.E. towards end of month.	9 on 14th.	High surf on 14th, 15th, 16th, 28th, 29th, and 30th.	Strong gales with heavy rain on 14th and 15th (surf flag). Fresh breeze with deluge of rain on 28th, 29th, and 30th.
November ,,	30·07 on 26th.	29·59 on 5th.	85°	77°	North, N.N.E., N.E.; East and S.S.E. on 4th, 5th, and 6th.	9 on 5th.	High surf on 3rd, 4th, 5th, and 20th	Strong gales with rain on 5th, much thunder lightning and rain on 20th, remainder of month fine.
December ,,	30·11 on 31st.	29·69 on 7th.	82°	73°	Varying from N.N.E. to East; S.E. and South on 7th and 8th.	9 to 10 on 6th and 7th.	High surf from 4th to 8th, sea very high on 5th, smooth water remainder of month.	First part of month cloudy, strong gales and heavy rains on 5th, 6th, and 7th, succeeded by cloudy sky and moderate weather to 11th. Fine clear weather to end of month.

Note on the November Cyclone.

On the 4th November a strong breeze (force 5) was experienced from the North to N.N.E.; at 4 P.M., barometer 29·66, the wind commenced to freshen and towards midnight it was blowing a gale from N.N.E. (force 8), and raining at daylight about 6-30. On the morning of the 5th the wind was from the N.N.E. to N.E. (force 9) and the sea running high, making a clear breech over the ship *Olive Branch*, then lying in the Roads. At 8-30 A.M. the wind changed to East and E.S.E., hard squalls and rain, the sea now very high breaking over the vessel as high as her foreyard. (The vessel was lost, see Wrecks, No. 44.)

Note on the December Cyclone.

On the 5th December strong gales from N.N.E. (force 7 to 8) with rain and a very high surf; at 4 P.M. the barometer stood at 29·86. During the night of the 5th, the wreck of the *Olive Branch* split in two from stern to stern. On the morning of the 6th the gale was strong from N.N.W. (force 10) veering at times more to the Northward, the squalls were hard and the rain incessant; at 10 A.M. the Barometer was 29·81 and at 4 P.M. 29·74; towards midnight the wind veered to the N.E. and East (force 10), barometer 29·70.

On the 7th at 4 P.M. the barometer 29·69, wind S.E. (force 9) with a constant downpour of rain; after midnight the gale moderated, the wind veering to the Southward. On the morning of the 8th the barometer rose suddenly to 29·80, the wind at south.

From the morning of the 6th to the morning of the 8th (48 hours) the rainfall was 19·9 inches, swamping much of the flat land, and the river rose 10 feet, destroying most of the native huts in the vicinity; the Government salt pans were also submerged and a large amount of damage done.

There were no ships in the Roadstead at the time of the gale.

* Digest of a copy of the Bimlipatam "Wind and Weather Book" forwarded by Captain E. Minto, Port Officer, Bimlipatam.

CALINGAPATAM.

	Hour.	Winds.	Weather.	Thermometer. 10 A. M.	Thermometer. 4 P. M.	Barometer. 10 A. M.	Barometer. 4 P. M.	Remarks.
Tuesday, 3rd December 1878	10 A. M.	N.W.	Fine	76°	...	29·97	...	At 7 P. M. a dark heavy bank of cloud was observed forming from the N.E., extending to the S.E. and South, heaviest at S.E. Broad dense halo round the moon.
	4 P. M.	N.E.	Ditto	...	78°	...	29·98	
Wednesday, 4th „ „	10 A. M.	N.W.	Ditto	74°	...	29·94	...	Dusky, rainy clouds. Noon, drizzling rain, which continued the remainder of the day. Wind freshening at N.E. Rainfall 0·30 inches.
	4 P. M.	N.N.E.	Ditto	...	78°	...	29·96	
	7 „	Ditto	Ditto	...	78°	...	29·96	
Thursday, 5th „ „	6 A. M.	Ditto	Ditto	75°	...	29·88	...	Fresh breezes from N.E. to N.N.E. throughout, surf in great commotion rendering it impassable, not from an unusual swell from any direction seaward, but from the force of the winds against the tides and the heavy outfall from the river. Rainfall 1·40 inches.
	8 „	Ditto	Cloudy and raining	76°	...	29·90	...	
	10 „	Ditto	Ditto	76°	...	29·90	...	
	4 P. M.	Ditto	Ditto	...	73°	...	29·88	
	7 „	Ditto	Ditto	...	73°	...	29·82	
Friday, 6th „ „	6 A. M.	Ditto	Ditto	75°	...	29·85	...	Strong N.E. to N.N.E. winds throughout the day and up to midnight. Rainfall 6·55 inches, surf subsiding.
	10 „	Ditto	Ditto	...	75°	...	29·79	
	1 P. M.	Ditto	Ditto	...	75°	...	29·79	
	4 „	N.E.	Ditto	...	74°	...	29·80	
	8 „	Ditto	Ditto	77°	...	29·77	...	
Saturday, 7th „ „	6 A. M.	E.S.E.	Ditto	77°	....	29·84	...	Thick heavy weather, with continuous heavy rains; wind light and variable attended with occasional squalls from the S.E.; prevailing wind from East to S.S.E.; about noon, a little thunder, and at midnight the wind veered to S.W. and West, light. Rainfall 12·90 inches. Sea quite calm.
	8 „	Ditto	Ditto	77°	...	...	29·82	
	10 „	S.E.	Ditto	...	...	...	29·82	
	4 P. M.	Ditto	Ditto	...	76°	29·82	...	
	7 „	Ditto	Ditto	...	76°	29·86	...	
Sunday, 8th „ „	6 A. M.	E.S.E.	Ditto	75°	...	29·92	...	Dark, cloudy weather with rain throughout. Winds variable and light from East and S.E. and South. Rainfall 5·67 inches.
	8 „	Ditto	Ditto	77°	...	...	29·86	
	10 „	Ditto	Ditto	77°	...	29·96	...	
	4 P. M.	South	Ditto	...	77°	...	29·94	
Monday, 9th „ „	10 A. M.	South, S.E.S.W., variable	Ditto	88°	...	...	29·94	Light variable winds and cloudy weather, with small rain throughout. Rainfall 1·85 inches. *Note.*—The last two days all the rain came up from the S.S.W.
	4 P. M.	Ditto	Ditto	...	77°	29·97	...	
	8 „	Ditto	Ditto	...	77°	...	29·96	
Tuesday, 10th „ „	10 A. M.	N.N.E.	Fine	79°	...	29·99	...	Commenced with light N.E. winds and returning clouds from same direction; dark and gloomy weather with occasional slight passing showers.
	4 P. M.	N.E.	Ditto	...	76°	...	29·98	

The rainfall during 1878 exceeds the average of the last 8 years by 38·77 inches. The fall registered was 78·02 inches, the average of 8 years being 39·25 inches.

GOPAULPORE.

	*DIRECTION OF WIND.		FORCE.		BAROMETER.		THERMOMETER.		Remarks.
	10 A. M.	4 P. M.	10 A. M.	4 P. M.	10 A. M.	4 P. M.	10 A. M.	4 P. M.	
January 1878	N.N.W.	N.E.	2	4	30·11	30·08	77°	78°	Fine throughout; current 1 knot S.S.W.
February	South.	S.S.W.	2 to 4	5	30·09	29·99	80°	82°	Fine generally, at times cloudy; current 1 knot, variable.
March	S.W.	South.	3	4	30·05	29·97	82°	83°	Cloudy; current N.E. by E. 1½ knots.
April	Southerly.	Do.	4	5	29·98	29·88	84°	85°	Cloudy throughout; E. N.E. 1½ knots at times, squally with thunder and lightning. The French Barque *Belle Justine* cast in-shore and while getting under weigh stranded, and ultimately became a total wreck, 23rd April.
May	Variable, S.W.	S.S.W.	4	4	29·85	29·78	87°	88°	Cloudy throughout; rain 7 days; squally 10 days; current 1½ knots, E.N.E.
June	S.S.W.	S.S.W.	4 to 5	4 to 5	29·69	29·63	88°	90°	Cloudy throughout; rain 2 days; surf high 11 days; current 1½ knots, E.N.E., 4 days no current perceptible.
July	S.S.W.	S.S.W. and Easterly.	3	3	29·76	29·64	87°	87°	Cloudy throughout; rain on 12 days; current ½ knot, N.E.
August	Variable, S.S.E., East, N.E., S.S.W.	S.S.W.	3	3	29·85	29·80	83°	84°	Cloudy throughout; rain on 15 days; current 1½ knots, N.E.
September	Calm and variable.	Variable, S.S.W.	1 to 2	2 to 4	29·88	29·79	84°	85°	Cloudy throughout; rain on 11 days; current 1½ knots, N.E.
October	Calm, variable, N.E.	S.E. to S.W.	2	3 to 4	30·00	29·98	82°	85°	Cloudy throughout; rain on 10 days; current ½ knot, N.E.
November	Northerly.	North to East.	2	3	30·11	30·10	80°	81°	Cloudy throughout, 6 days rain. On the 10th looking wild with thunder and rain, with passing squalls.
December	N.E.	N.E.	1 9 2	2 10 3	29·95	29·91	72°	73°	On the 5th, 6th and 7th, strong gale from N.E. to East with thunder and lightning, squalls and heavy rain. On those days current at 2 to 3 knots, S.S.W. The remainder of the month fine, clear weather, rain fell on 5 days.

FALSE POINT.

	Barometer.		Thermometer.		Winds.	State of the sea.	Remarks.
	Highest.	Lowest.	Highest.	Lowest.			
	Inches.	Inches.					
January 1878	30·300	29·990	79°	68°	Variable ...	Smooth ...	Fine, hazy over the land, but generally clear sky; no rain.
February ,,	30·220	30·040	83°	77°	West to S.-W. and variable,	Do. ...	Light winds, hazy over the land; no rain.
March ,,	30·130	29·860	86°	84°	Ditto ...	Do. ...	Fine weather; moderate breezes; N. W. squalls on 9th and 29th rain on 29th.
April ,,	30·040	29·840	87°	84°	West, S. W., and W. S. W.	Do. ...	Light and moderate breezes; weather fine; very heavy squalls with thunder, lightning and rain, on 8th, 14th and 24th.
May ,,	29·940	29·848	88°	85°	S. W., W. S. W., N. W., and variable.	Do. ...	Moderate and light winds; but squally with thunder, lightning and rain on 4th, 7th, 13th, 14th, 15th and 23rd to 28th.
June ,,	29·890	29·740	92°	86°	W. S. W., South and S. W.	A confused high sea from 16th to 21st,	Light moderate breezes; hazy atmosphere: weather sultry; a squall on 9th, rain during the latter part of the month.
July ,,	29·840	29·640	89°	84°	West to South N. E, on 22nd to 24th.	Smooth to 21st, heavy confused sea from 22nd to 31st.	Moderate to strong breezes; cloudy, squally, unsettled weather; passing showers of rain throughout the month.
August ,,	29·910	29·600	90°	84°	West, S. W., W. S. W., and variable.	Heavy cross sea from 1st to 3rd and 19th to 24th, confused sea from 7th to 12th.	Blowing very hard on 7th; strong breezes and squally to the 19th; light or moderate breezes with fine weather the latter part of the month. Heavy rain on 16th and 17th.
September ,,	29·990	29·650	92°	86°	Very variable from S. to N.	Smooth, but heavy sea on 14th, 15th and 16th.	Light winds generally, but severe squalls on the 23rd and 24th, passing showers of rain.
October ,,	30·050	29·800	88°	80°	All round the compass.	Smooth, but cross sea on 30th and 31st.	Light winds and calms; fine weather; squally with thunder, lightning and rain on 3 or 4 days.
November ,,	30·120	29·820	83°	69°	North to N. E. and variable.	Cross sea from 1st to 4th, rough on 16th and 17th, smooth remainder of month.	Squally and unsettled first part of the month, followed by strong breezes and hazy weather; moderate to light winds and fine clear weather the latter part of the month; a squall with heavy rain on 21st.
December ,,	30·180	29·900	77°	60°	North to East,	Sea rough on 5th, 6th and 7th, very confused on 8th, heavy, cross sea on 9th and 10th, smooth the remainder of the month.	Strong breezes and overcast from 4th to 7th; rain on 7th and 8th; squally with very strange appearance of sky to the south on 8th and 9th; moderate to light breezes and fine weather remainder of month. Telegraphic information received from Vizagapatam and Gopaulpore of approaching cyclone, but it did not reach this station.

KYOUK PHYOO.

No record of the weather is kept at the Marine Office of this port.

It is stated that a cyclone occurred here on the 13th of June 1878, but beyond detaining the mail steamer *Madras* in port for 24 hours, nothing serious resulted from it.

The following is a memorandum of a few meteorological observations extracted from the records kept in the Civil Dispensary at this station before and after the cyclone took place:—

	Barometer,		Rainfall.		Direction of Wind.
	10 A.M.	4 P.M.	Inches.	Cents,	
11th June 1878. . .	29·690	29·710	...	53	S. W.
12th ,, ,, . . .	29·566	29·576	4	73	S. W.
13th ,, ,, . . .	29·460	29·476	20	59	S. W. } The wind blew from every
14th ,, ,, . . .	29·440	29·472	1	50	S. E. } point of the compass.
15th ,, ,, . . .	29·640	29·700	...	54	N. W.

BASSEIN.

The S. W. monsoon came in late and was marked as fitful and the rainfall deficient; the wind was more Easterly than usual, consequently there was less sea generally on the Bar. The S.W. monsoon, however, lingered on to a later date than usual, and instead of November and December being bright and clear with a steady wind from North and East, the first part of the latter month there were stiffish breezes from the East and N.W. with dark and gloomy weather accompanied with rain—just such weather as is generally experienced in October. The current setting out of the Gulf of Martaban was as strong as it should have been in October.

At Bassein (town)—

May.—First part, clear, wind variable, thermometer high. On the 19th the monsoon broke very tempestuously, coming in from S.E.; it was accompanied with an influx of water causing a very high tide at 5 P.M.; on the following day all was quiet and clear again. During the latter part of the month the weather was fine, and the wind variable; the fall of rain was 7·490 inches (6·314 in 1877).

June.—First part, wind variable, barometer and thermometer high; passing showers of rain, with occasional fogs in the morning. Towards the middle of the month the rains seem to set in again, squally from South and S. W.; latter part squalls at times. Rainfall 24·290 inches (33·852 in 1877.)

July.—During this month the rains seem to have left again; the barometer and thermometer both high; the wind variable; there were squalls at times from the South, but the intervals of fine clear weather were long and frequent, the wind inclined easterly. Rainfall 11·27 inches (31·13 in 1877).

August.—A better fall of rain this month; the wind, however, was more from the S. E. than usual; occasional fogs in the morning; the thermometer approached 78° minimum, which is the usual S. W. monsoon minimum. Rainfall 20·54 inches (33·96 in 1877).

September.—Nothing remarkable in this month; the strongest winds were from S. E. and N. W., but the weather was fine and seasonable. Rainfall 12·55 inches (8·45 in 1877).

October.—Winds variable, but more from South and West than usual, and brought an extra quantity of rain. Rainfall 17·51 inches (6·56 in 1877).

November.—First part, fresh wind from N. E. with squalls at times, with rain; middle and latter part, wind variable and temperature high, the minimum not falling below 76°. Rainfall 4·87 inches (2·11 in 1877).

December.—First part, fine and clear; middle part, unsettled and squally, with rain; last part fine; wind Easterly. The thermometer still high, the minimum for the month being above 70°, while it should have been about 62°.

RANGOON.

No Meteorological records are kept in the Marine Office at this port. During the whole of the year 1878 the weather was more than usually fine.

MAULMAIN.

January.—The wind was generally light from North to East, but veering occasionally to the S.W. and West towards noon. The weather fine and clear during the day, but generally misty during the mornings and evenings; the state of the sea at Amherst and the river entrance being smooth.

February.—The prevailing winds were from N.E. and East with fine weather, but the mornings invariably foggy, and the fogs frequently very dense. The sea breeze setting in from West and S.W., and during the end of the month blowing fresh at times. The sea at Amherst and the river entrance smooth, with moderate swell during sea breeze.

March.—The weather fine, but thick fogs occurred, generally clearing during the forenoon with the sea breeze, and it was remarkable that there was not, as is generally the case during this month, any continuance of foggy weather for several days together, without the fog lifting during the day. The land breezes from N.E. to S.E. and the sea breezes from West to S.W. The sea at Amherst smooth, with moderate swell during the sea breeze.

April.—The mornings misty and foggy for the first part of the month, but no continuance of foggy days, as is generally the case during this period; the weather fine with a few heavy showers of rain between the middle and end of the month. Sea at Amherst calm, with moderate swell during sea breeze.

May.—The weather fine with occasional showers during the first part of the month, the prevailing winds being from S.E. and S.W. The S.W. monsoon burst with heavy squalls of wind and rain on the 19th, which lasted until the end of the month. Sea at Amherst and the river entrance smooth for the first part, and heavy swell after setting in of monsoon.

June.—The prevailing winds from South and S.E. in the morning, veering to S.W. and West during the day. The monsoon, accompanied with squalls and rain, continuing throughout the month, with short intervals of fine weather. Heavy swell at Amherst and the river entrance.

July.—The prevailing winds from South and S.W. with rain; monsoon very mild, there being intervals of several days of fine weather without rain. Moderate swell and at times heavy sea at Amherst and the river mouth.

August.—Prevailing winds from South and S.W. with heavy rain at times, but breaks in the monsoon with clear days and fine weather, more like the breaking up of the monsoon in October than the Stormy month of August. Moderate swell and at times heavy sea at Amherst and the river entrance.

September.—Very moderate monsoon weather, with rain; prevailing winds from South and S.W., but with strong breezes and squalls at times. Very little thunder and lightning. State of sea at Amherst moderate or heavy swell as affected by the wind.

October.—Prevailing winds from S.E., South and S.W., with rain for the first part of the month; during the latter part winds variable, but frequently from S.E. and N.E., with occasional squalls and passing showers; very little thunder and lightning for the breaking up of the monsoon. Sea smooth or moderate swell at Amherst and river mouth.

November.—Weather generally fine, winds variable with occasional squalls and rain until the middle of the month, when the N.E. monsoon set in with moderate and fresh N.E. and Easterly breezes, lasting until the end of the month. Sea at Amherst and the river entrance generally smooth.

December.—Prevailing winds from N.E. and East with fine weather, but wind frequently veering to N.W. and West during the afternoon; at the end of the month strong N.E. monsoon. Sea at Amherst and the river mouth generally smooth, with short swell during the strong breezes.

PORT BLAIR.

The weather experienced during the whole of the year was quite exceptional, the latter eight months particularly bringing much sickness (fever), and the heavy rains affecting the paddy harvest.

The S.W. winds lasted only four months, the N.E. breeze six months, and the S.E. breeze two months.

From January to April, 1878, nothing unusual, N.E. wind, weather pleasant the first two months, and warm the latter two of this period; first rainfall 20th April, heavy squall commenced from N.W. veering to S.W. and South; this state of things lasted three days, it cleared for a fortnight and then came down again for two days; oppressive weather from the middle of June, light Westerly breeze and remarkably fine weather till the middle of July, when again it changed for a few days to wet, with variable winds; from 20th July to 5th August it kept dry with N.E. breeze, very unusual, causing much fever. This again changed to much rain for a week with N.W. squalls veering to S.W. There were S.W. winds during September; on the 19th a Northerly gale commenced at N.E., veered to North, and terminated at N.W. Next day S.W. winds.

During October there was much rain and S.W. breeze. 2nd October, N.E. gale; at 4 A.M. of the 3rd, it lulled and veered to S.E., South, and settled S.W. Barometer fell two-tenths of an inch. November, early part, good, but latter part producing rain and heavy weather from N.E., lasting 4 days, off and on, alternately. December, cloudy thick weather with much rain and breeze, veering from S.S.E. and East, occasionally to N.E.; for a week in this month there were land and sea breezes with fine weather. The barometer fell and rose in a most singular manner from 15th November to 15th December, after which it remained high.

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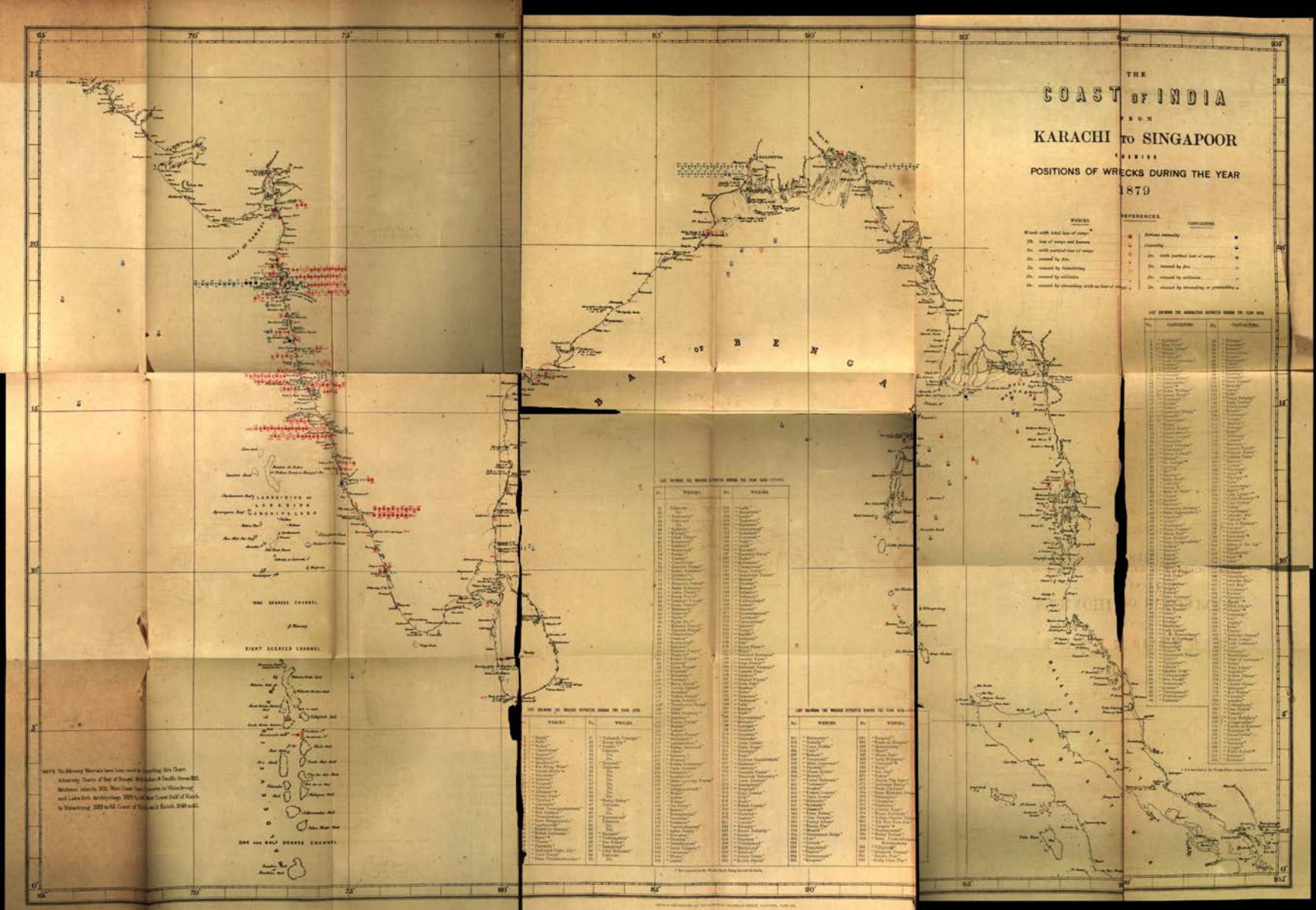
THE
COAST OF INDIA
FROM
KARACHI TO SINGAPOOR
SHEWING
POSITIONS OF WRECKS DURING THE YEAR
1879
REFERENCES
WRECKS
CASUALTIES
BAY OF BENGAL
LAKKADIVA AND LAKKADIVA ARCHIPELAGO
NINE DEGREES CHANNEL
EIGHT DEGREES CHANNEL
ONE AND HALF DEGREE CHANNEL

GOVERNMENT OF INDIA.
(MARINE BRANCH)
MILITARY DEPARTMENT

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1879;

TOGETHER WITH A CHART SHEWING THE POSITIONS
IN WHICH THEY OCCURRED.

PREPARED BY

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REVIEW.

THE year 1879 was a most disastrous one to Indian Shipping, and the present report shews, when compared with previous returns, a very large increase in the number of recorded wrecks and casualties. The cyclone and subsequent heavy weather which occurred on the west coast of India in May 1879 contributed principally to this increase; for upwards of 200 vessels were totally wrecked in about 10 days. Some severe losses were also experienced amongst British and Foreign Shipping, notably the magnificent ship HINDOSTAN (belonging to the Peninsular and Oriental Steam Navigation Company, and valued at £75,000), lost on the Coromandel Coast; the AVA (belonging to the British India Steam Navigation Company, and valued at £50,000), on her homeward passage with a full and valuable cargo, lost in the unfortunate collision which occurred south-west of the Hooghly Eastern Channel light, when 70 lives were lost; the SANDHURST, totally destroyed by fire; the Dutch steamer OVERYSSEL, wrecked near Cape Guardafui, when 5 lives were lost; the LADY BELHAVEN, lost on the Argo flat; the PHILOSOPHER, on the Orissa Coast, when 12 of the crew were drowned; and the PENGUIN (when £7,000 worth of cargo was damaged and thrown overboard) in the Red Sea.

2. There were 18 wrecks of British vessels, 3 French, 1 Dutch, 1 Persian, 1 Arabian, 193 British Indian and 62 Native craft, 5 Portuguese (native), and 5 British Burmese; or a total of 289 ships of 32,541 tons, and a loss of 274 lives.

There were 100 casualties to British vessels, 2 French, 1 Dutch, 1 Norwegian, 2 American, 1 Austrian, 1 Spanish, 1 Italian, 1 Turkish, 70 British Indian and 11 Native craft, and 1 Singalese; or a total of 192 ships, and a loss of 83 lives.

3. When compared with the year 1878, this shews an increase of 230 in the number of wrecks, of 23 in the number of casualties, and 226 in the number of lives lost.

4. The most serious loss by fire during the year 1879 was the British ship SANDHURST, which occurred in the Indian Ocean (South-East of Ceylon) in February, when on her homeward voyage from Calcutta to Dundee. The ship, and the very valuable cargo of 2,300 tons of jute, were totally destroyed. The fire was caused by the carelessness of the steward on board.

The British Indian brig FUTTEH-UL-MANNAN, lying in the Chittagong River, was wilfully burnt. It was reported that the Master (it appears under the direct orders of the owner), to evade the examination which his vessel was ordered to undergo, deliberately burnt her, as he considered this the most expeditious method of getting the metal parts out of her.

The Native ganja FUTTEH REYHEMAN was completely destroyed by fire at Calicut, caused by the carelessness of the tindal.

The casualties by fire during the year were slight, the most serious being the damage sustained by the British ship LADY BIRD (when at anchor off the town of Rangoon), which was caused by the carelessness of the master's son, who had been left in charge of the vessel. The other cases noted in the present return demand no comment.

5. But few cases of collisions are reported; in a total of 27 casualties from this cause, 7 were brought about by the carelessness of the Master, while in 7 instances the collision was unavoidable. The most serious case was that of the AVA and BRENHILDA, which occurred in the month of May, when the AVA foundered and 70 lives were lost. (See note No. 255 of Wreck Notes.)

6. One wreck and one casualty occurred on the North-East coast of Africa within the limits included in the present wreck return; one casualty was reported in the Persian Gulf.

All cases of grounding in the River Hooghly, however slight, have been noted.

7. The following analyses shew (A) the causes to which the disasters are to be attributed; (B) the general localities in which the wrecks and casualties occurred; (C) the number of reported casualties in each month of the year 1879, total tonnage, and number of lives lost; (D) the number of reported wrecks and casualties, total tonnage, and number of lives lost during the years, 1865 to 1879 inclusive.

A.—*Causes to which the disasters are to be attributed.*

	STRANDINGS.										
	Carelessness of Pilot.	Carelessness of Master.	Cyclone.	Stress of weather.	Bad compasses.	Hazy weather.	Tides and Currents.	Mistaken identity of land.	To prevent foundering.	Unseaworthy.	Unavoidable.
WRECKS.											
British and Foreign . .	...	6	1	2	...	1	1	1	1	...	1
British Indian and Native Craft	...	8	182	9	...	...	4	...	1	1	1
CASUALTIES.											
British and Foreign . .	2	4	1	1	1	...	1	...	1	...	2
British Indian and Native Craft	...	...	37	3	...	...	...	...	...	...	...

A. continued.—*Causes to which the disasters are to be attributed.*

	GROUNDINGS.							FOUNDERINGS.									
	Carelessness of Pilot.	Carelessness of Master.	Tides and Currents.	Stress of weather.	Not using the lead.	Unavoidable.	Unknown.	Carelessness of Master.	Collision.	Cyclone.	Stress of weather.	Want of pumps.	Sprung a leak.	Unseaworthy.	Overladen.	Unavoidable.	Unknown.
WRECKS.																	
British and Foreign . .	...	...	...	...	...	...	...	...	1	4	2	...	...	...	...	...	2
British Indian and Native Craft	...	...	...	...	...	...	...	1	...	35	6	1	2	5	...	2	...
CASUALTIES.																	
British and Foreign . .	8	2	7	...	1	37	...	...	...	1	...	...	...	...	...	...	...
British Indian and Native Craft	...	...	...	1	...	1	1	1	...	4	3	...	...	2	...	...	...

A. concluded.—*Causes to which the disasters are to be attributed.*

	Collisions.						Miscellaneous.											
	Carelessness of Pilot.	Carelessness of Master.	Tides and Currents.	Want of lights.	Unavoidable.	Unknown.	Fire,—caused by carelessness.	Fire,—wilfully burnt.	Fire,—unknown.	Sprung a leak and abandoned—cyclone.	Sprung a leak—various causes.	Abandoned—stress of weather.	Damage to hull—stress of weather.	Damage to hull—unavoidable.	Loss of masts, spars, &c., stress of weather.	Damage to engines, &c., —various causes.	Sank while heaving down.	Capsized—various causes.	Total.
Wrecks.																			
British and Foreign	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	24
British Indian and Native Craft	...	1	...	...	...	...	1	1	...	3	...	1	...	...	...	...	...	...	265
Casualties.																			
British and Foreign . .	2	3	...	2	7	3	2	...	1	...	4	...	3	...	3	10	1	6	116
British Indian and Native Craft	...	3	4	1	...	1	...	...	...	...	4	...	...	...	10	...	...	...	76

B.—*General localities in which the Wrecks and Casualties occurred.*

	North-east Coast of Africa.	Gulf of Aden.	Red Sea.	South Coast of Arabia.	North-East Coast of Arabia.	Persian Gulf.	Beluchistan Coast.	Arabian Sea.	Indian Ocean.	Sind Coast.	Kattywar Coast.	Gulf of Cambay.	Bombay Coast.	Malabar Coast.	Maldive Islands.	Gulf of Manár.	Ceylon Coast.	Coromandel Coast.	Madras Coast.	Orissa Coast.	Hooghly River and Sandheads.	Sunderbuns.	Chittagong Coast.	Burma Coast.	Bay of Bengal.	Andaman Islands.	Nicobar Islands.	Unknown.	Total.
Wrecks . . .	1	...	1	...	1	...	1	...	1	2	...	8	207	29	2	2	1	5	1	4	1	3	2	3	11	1	1	1	289
Casualties . .	1	2	9	1	...	1	...	7	4	2	1	...	62	4	...	1	5	4	2	...	41	1	12	15	11	6	...	...	192

C.—*The number of reported Wrecks and Casualties in each month in Indian Waters during the year 1879, the total tonnage of vessels wrecked, and the number of lives lost.*

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Number of wrecks . .	2	5	6	12	231	8	3	2	6	3	6	5	289
Number of casualties . .	12	12	13	20	63	13	14	7	10	9	12	7	192
Total tonnage of vessels wrecked.	25	1,633	2,147	3,520*	11,628†	745‡	3,267	1,023	1,875	4,540	1,777§	361	32,541
Lives lost	3	1	...	23‖	219	2	5	2	25	...	...	77	357

* Not including the *Alexandra*, the tonnage of which was not reported.

† The tonnage of 50 small native craft, lost in the cyclone on the west coast of India, was not reported, and is therefore not included.

‡ Does not include the *Jamnaprasad*, tonnage not reported.

§ *Bik Fois Bara Bali* not included, as information was not reported.

‖ Does not include the *Essex*, supposed to have foundered.

D.—*Comparative Statement shewing the reported number of Wrecks and Casualties in Indian Waters, total tonnage, and the number of lives lost from 1865 to 1879 inclusive.*

Year.	Number of Wrecks and Casualties.	Total tonnage lost.	Lives lost.	Remarks.
1865	28	14,443	6	
1866	32	15,597	35	
1867	37	17,417	49	
1868	20	12,558	19	
1869	55	25,688	279	
1870	44	14,809	51	
1871	47	18,294	118	
1872	106	34,238	143	Exclusive of four vessels supposed to have been lost.
1873	42	12,110	3	
1874	69	16,656	85	
1875	62	11,193	65	
1876	110	23,866	96	Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Javad*, both wrecked in the Red Sea.
1877	163	26,847	142	Not including the master and crew of the *Anadne*, supposed to have foundered.
1878	228	35,873	131	Not including the master and crew of the *Lady Rawlinson*, supposed to have foundered. The tonnage of the *Queenstown* and of the *City of Palaces* was not reported, and is therefore not included.
1879	481	32,541	357	The number lost in the *Essex* was not reported.

8. From the foregoing it will be observed that during the last 15 years (1865 to 1879 inclusive) the annual average number of the *reported* wrecks and casualties in Indian waters has been 101, the average tonnage lost was 20,810, and the number of lives lost 105.

Native Craft and the Indian Merchant Shipping Bill of 1880.

9. The Indian Merchant Shipping Act, 1880, based upon the English Merchant Shipping Act of 1876 (Plimsoll's Act), was never more needed in any country than in India. Experience has shewn that a vast number of old and unseaworthy vessels have been trading in this country for many years past; that owners and masters of native craft have been carrying on a trade that might almost be termed iniquitous in patched-up and unseaworthy vessels in which no human being should have been allowed to go to sea.

10. These vessels leave the various ports in India overladen, overcrowded with passengers, ill-ventilated or not ventilated at all, ill-found in every particular, and in charge of the most ignorant and careless men that it is possible for any country to produce. For years past has this scandal gone on, thousands of lives have been sacrificed, and there has been no power or law existing to interfere. The new Act may work fairly well as far as its powers extend; but it may probably have the effect of eventually exterminating the better class of native vessels coming under the operations of the Act, and unfortunately the most dangerous, the most unseaworthy portion of the native craft—*viz.*, those of less than 150 tons burthen—are excluded; and Captain Taylor, the Superintendent of Marine Surveys, who has lately visited the principal ports in India, informs me that native ship-owners all round the coast are most jubilant.

11. These smaller native craft are still to be allowed to go to sea in any condition the owners or masters may think proper; human lives are still to be sacrificed; and no one can interfere because these vessels are under 150 tons,—

a vast number, for there are comparatively few native craft ranging from 150 to 300 tons.

12. Nearly 350 wrecks of, and casualties to, native craft occurred during the year under review. This might have been expected, considering the severe weather experienced during the latter part of May on the west coast of India, the nature of construction and the ill-found condition of these vessels, the gross ignorance of the tindals, nacodas, or others in charge of them, and the sad lack of inspection all along the coast. The subject of the incapacity, carelessness, and extreme ignorance of these men has been already referred to in my former reviews; but if greater proofs were needed to illustrate the truth of those remarks, the present return would fully supply them. Difficult as the question is of dealing with these native craft, their owners and masters, there can be little doubt that until they can be brought under proper and official inspection and control, so long shall we not only have to record the loss of a large number of vessels, and loss of life amongst them, but also the endangering the lives of others who have to encounter them, navigating the high seas, in charge of incompetent and reckless masters, and exhibiting no proper lights or signals.* The Merchant Shipping Act of 1880, if strictly carried out, will, without doubt, be the means of preventing a number of these vessels proceeding to sea in an unseaworthy condition; but the question of how to deal with the smaller craft, of less than 150 tons, is a very difficult one. The subject has been considered by the Legislative Department in India, and no doubt some reliable evidence has been collected, which, in the opinion of the Select Committee, justified the exclusion of all fishing and coasting vessels of less than 150 tons register. The strict enforcement of the new Act in regard to these vessels might affect local trade, and would affect most materially local interests; but that unprincipled ship-owners and incompetent masters should carry on a lucrative business at the expense of human life, and the endangering of other vessels on the high seas, cannot be allowed or defended. The dhingies, cargo-boats, and other small craft in this Port are surveyed and licensed every year. Why cannot this be done with the small native craft round the coasts? for they are exposed to much more danger, and emperil the lives of thousands of passengers. By this method *some* guarantee would exist that utterly unseaworthy vessels would not be permitted to proceed to sea.

13. No stronger proof could be forthcoming of how these small craft require inspection and control than in the case of the capsizing of the muchwa DARIA DOWLUT (see Casualties, No. 186). This vessel (reported of 16¼ tons) is allowed to leave the port of Jyghur with a crew of 7 men and 200 passengers on board; she is caught in a squall, there is little or no ballast on board, no good look-out is kept, and, consequently, she capsizes and 64 unfortunate creatures are drowned. It was not reported whether any enquiries were instituted, and the very fact of the casualty having taken place was not known in this office until the beginning of May 1880, *five months after the occurrence.*

14. The brig NEELA-CHELLUM-SWAMY of Vizagapatam, with 84 souls on board, was totally lost on the Cocos Island: she was in charge of a grossly negligent and ignorant man who had been hired for the voyage, without any

* Many of the tindals in charge of these native craft have very hazy ideas of the value of side lights; in some instances they consider that a bright light waved on the side they wish a meeting ship to pass, is all-sufficient. If the Marine Authorities at the various ports had the power to put a few questions to these tindals, and see if they were sufficiently acquainted with the Rule of the Road at Sea, in order to avoid collision, it would be of great benefit. It is very satisfactory to learn that the Local Governments are now preparing short and simple rules (in the vernacular) concerning the Rule of the Road at Sea, for the guidance of native shipmasters.

guarantee of his competency to navigate his ship. It would appear that all hands were asleep when the vessel was nearing the Cocos Island; she went ashore and 12 lives were lost.

15. The Port Officers are helpless in this matter, as Act VIII of 1876 does not allow them any discretion in the choice of native vessels to carry passengers. Many of these passengers are warned that if they go to sea in such vessels, they do so at the risk of their lives; but the charges for the voyage are very small, and thus the poor ignorant creatures, knowing nothing of the state of the vessels or the incompetency of those in charge, are induced to go on board what in all probability will prove to be their coffins.

16. The following facts have been noted from the present return to illustrate the ill-found condition of these vessels, and how great the need of inspection is at the various ports:—

The British Indian bugla MUSAFFA was run into by the Indian Government steamer TENASSERIM on the night of the 22nd February. The MUSAFFA was a vessel of nearly 500 tons, crossing the Arabian Sea with one small compass on board, no charts, no chronometers, but an hour-glass for telling the time. The lights exhibited were two ordinary white lights, and were fixed in positions at the caprice of the nacoda. The master of this large vessel held no certificate of competency, had no knowledge of the rule of the road at sea, and appears to have been an utterly ignorant man, while his mate was little better; these men were reported, by the members of the Court of Enquiry which sat to investigate this case, as being "utterly unqualified for the responsible positions of master and mate of a vessel like the MUSAFFA."

17. The British Indian kattoo SHWAY DOON, of 77 tons, lost on the Burma coast, had no compass, no charts, and no chronometers on board. The FUTTEH REYHEMAN, 90 tons, burnt at Calicut, through the carelessness of the tindal, carried no boats and no charts; the tindal was a totally ignorant man, quite incapable of taking charge of the vessel, especially on such a long voyage as from Chandbáli to Bombay.

18. The JAVAR PRASAD, 97 tons, wrecked at Cannanore, carried no boats. The KOOSY ALLY, 47 tons, on her voyage from Cochin to Bombay, was totally lost on the Malabar Coast; there was one small canoe only on board; the crew of 13 saved themselves by swimming to the shore. The brig AHMEENOR, from Rangoon to Negapatam, carried no chronometers. The muchwa BHAVANI was run into by the Peninsular and Oriental steamer BOKHARA when near Kundari Island, Bombay, owing to the muchwa exhibiting no lights. Indeed, throughout the return are innumerable instances of the carelessness of the owners and masters of these native craft.

Distressed Seamen.

19. Chapter IV of Act IV of 1875 exempts all ships under 300 tons, engaged in the Indian trade, from entering into agreements with their crews, and, as the subject is not mentioned in the new Merchant Shipping Bill, the law still exempts them. The misery (which is reported to me as of daily occurrence) of men going to sea in these vessels, sent away anywhere with what a syrang chooses to give them, is very great, *and virtually creates the class provided for in Chapter III of the new Act.* If they were articled seamen, they could obtain redress at any port where there is a Shipping Master or Customs Officer; but holding no documents, nor being in any way articled, the syrang snaps his fingers at the Port Officer, says he knows nothing about it, and the law being on his side the Port Officer cannot interfere. Experience has shewn that trouble is seldom or never ex-

perienced with men who have signed articles of any kind, but with those who had none,—*i. e.*, with those serving in buglas and schooners under 300 tons. The law is good to the seaman when he becomes distressed, but there is nothing to prevent him from becoming so (which may be caused by any unprincipled nacoda or syrang who takes a crew from port to port), and great hardships are endured merely because these ships are exempted from having articles with their crews, and their wages paid before a Shipping Master. The Port Officers have, under existing laws, no right to interfere, and the unfortunate lascar who is unwise enough to trust to his countryman's honour, unprotected by law, comes to grief. Only very lately the sloop STREE VENKATAISWAROOLOO, of 140 tons (owned by a native woman), returned to Vizagapatam with a syrang and crew of 11 men.* A sum of upwards of Rs. 100 was owing for wages, but the unfortunate men could not obtain the money. For a whole month they were in great distress, when they applied to the Port Officer, but he had no power to help them. Their only remedy was to institute a civil suit in the Munsiff's Court, but, for some reason, these local Courts are particularly avoided by the lascar.

Ship-surveying.

20. In my last review I called special attention to the unsatisfactory system of ship-surveying in India. Chapter IV of the new Merchant Shipping Act deals wisely with this subject in giving power to the "Local Government to appoint examiners and to make rules as to the qualification, &c., of ship-surveyors," and will have the effect of stopping a very great deal of the scandal attached to some of the supposed qualified members of this profession.

21. That there was great need for this reform was palpable to all who had enquired into the subject, and the Legislative Department (which no doubt had the irregularities that have been practised of late years prominently brought to its notice) has, by the provisions of Chapter IV of the new Act, quite justified the severe remarks made in paragraphs 22, 23, and 24 of my last review.

22. There has hitherto been no law or power by which a vessel known to be unseaworthy having obtained a certificate from a professed ship surveyor of her being "tight and staunch" could be stopped from proceeding to sea.

The CHANTICLEER, mentioned as "one of these vessels" as being unseaworthy in my last report, was permitted to proceed to sea, but I hear her cargo was more or less damaged before she reached her destination, and the vessel has since been broken up. The ship LALLA ROOKH of Calcutta bears a bad reputation, and attempts were made to stop her when she was last in this port; but if the Special Committee appointed to examine the ship had found her in an unseaworthy condition, they had no power to prevent her proceeding to sea. During the past year my attention was called to the condition of the CAROLINE, also of this port. She lately returned to False Point to load a cargo of rice for Mauritius, the freight was settled, and in consequence of the death of her late master another was appointed, who proceeded to join his ship from Calcutta, but upon arriving at False Point, he found the vessel was in

* This vessel left Vizagapatam, for Maulmain, with a nominal crew of 21 men. I hear that there were only 11 crew in reality, but the extra ten were taken on board as crew in order to evade the penalties of the Native Passenger Ships Act, which Act does not permit this class of vessel to carry more than 30 passengers, and there were already that number on board. There is nothing to prevent this state of things amongst unprincipled syrangs, nacodas, or native ship-owners; they appear to ship, as crew, any number they think proper. It is also well known that they embark a larger number than they are allowed to carry by lying off the ports, and having the passengers sent down to them in boats. On arriving near the port of destination they send the number in excess of 30 passengers on shore, landing them at small neighbouring ports.

such a very bad state that he refused to go to sea in her. The question of her seaworthiness was raised at False Point (though not legally); the ship was examined and pronounced to be in a most unfit state to proceed on a voyage to Mauritius, owing to rot and the ravages of white ants. She has since been sent to Calcutta with a half cargo of sleepers, and is now, I understand, to be broken up. If this vessel had faced the S.-W. monsoon there is little doubt she would have foundered as did the CODA BUX and others, mentioned in my last review.

23. It is to be feared that native ship-owners, finding that under the new Shipping Act their vessels will be more closely inspected in future, will change the nationality of their ships; in all probability, the LALLA ROOKH, ISKANDER SHA, SAGOF, and others of the same class, now under the British flag, will hereafter be put under the Turkish flag, though still belonging to, and, very possibly, manned by, British subjects.

24. The imperfect state of the law hitherto existing in regard to the detention of unseaworthy ships is illustrated in the case of the ATLANTIC KING reported in the present return (see Casualties, No. 278). The ATLANTIC KING foundered in the Bay of Bengal on the 27th October last. She was in a very rotten condition, and should never have been allowed to go to sea. The crew, 39 men, were fortunately picked up by the S. S. CITY OF CANTERBURY and landed in safety in Calcutta. This vessel was entered as a wreck in last year's return as she had sunk alongside the wall of the Naval Yard at Trincomalee. It was known that she was in a very bad condition, and she was surveyed by the Master Attendant of that port and the officers of H. M. S. RUBY and pronounced unseaworthy. She was, however, recovered, sold to some natives, patched up and sent to sea.

25. The Port Officer at Rangoon called attention to her state and suggested that the vessel should be surveyed before proceeding on her voyage from Rangoon, but the Chief Commissioner of British Burma was compelled to admit that there was no authority under which he could order a survey to be made, the Merchant Shipping Act of 1876 not being applicable to the class of vessels to which the ATLANTIC KING belonged, while, to bring her within the scope of the Native Passenger Ships Act, it was requisite that she should have had at least 30 passengers on board. It is to be hoped this unsatisfactory state of things will no longer exist. Chapter II of the 1880 Act should be all-sufficient to deal effectually with such cases.

Courts of Enquiry.

26. There is something very unsatisfactory in the present method of conducting Courts of Enquiry; it would almost appear as if personal feelings were allowed to sway the opinions of the members of the appointed Courts. This was most prominently brought to notice in the investigation held to enquire into the circumstances attending the wreck of the Peninsular and Oriental Company's steamer HINDOSTAN (see Wrecks, No. 277). Here is a vessel approaching the coast when the weather was thick and squally, and in a region proverbial for currents; no observations were possible, she is going 11 knots, and steering dead for the land, yet no soundings are taken, nor is any allowance made for current or thick weather; the vessel runs ashore and becomes a total wreck. A Court of Enquiry is held and the Master's certificate is returned to him on the plea that "nothing can add to the distress and mortification that the loss of this noble ship must entail upon him, and that he must carry with him the reflection that *he* has been the chief agent in her destruction.

Such leniency induces carelessness on the part of Masters. The sentence lately passed on the Captain of the SHAHJEHAN was a severe though just one, but it is very hard that the man who grounds his vessel for half an hour should have his certificate suspended for 12 months, and the other escape on the sentimental plea of how much he would suffer in his own mind for having lost his "noble ship," when both have been proved guilty of carelessness in navigating their vessels. The punishment should be as an example and as a deterrent to others.

27. The greatest carelessness appears to exist in the use of the lead; knowing the importance of this, it is marvellous that more care is not exercised in the matter. The present return shews that the loss of the HINDOSTAN, LADY BELHAVEN, the PHILOSOPHER, the PENGUIN, and others may be attributed to this cause. The more perfect the charts of a coast are, and the greater the local knowledge is of the officer navigating the ship, the greater appears to be the carelessness exhibited. In one instance the Master of a large vessel declared he knew the coast so well that there was no necessity for him to sound: unfortunately he ran his ship aground and his certificate was suspended for 12 months.

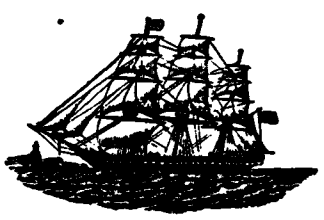
28. The very unsatisfactory mode adopted of carrying side lights has received the attention of scientific and practical men for a long time, and, with those not wedded to conservative notions, it has become a recognised fact that the present system is defective and misleading, and, indeed, that, in many instances, it is little or no protection against collision. Mr. Bradford Leslie, C.E., the well-known Agent and Chief Engineer of the East Indian Railway, has interested himself greatly in this subject; he pointed out, to the Members composing the Marine Court which met in Calcutta to investigate the case of the AVA and BRENHILDA collision, that the loss by collisions within the last few years would "probably have to be counted by thousands of lives and millions sterling, and it is extraordinary and unaccountable, that while science has been exhausted in devising costly systems of coast lights, signals, and interlocking apparatus for reducing the risk of accident by rail, the safety of life and property at sea should be imperilled by the most obviously defective, imperfect, and misleading system of ships' lights for night travelling that could have been devised."

Collisions and side lights.

29. The defects of the present system are apparent—*1st*, the coloured lights require to be diffused through an arc of 110° each, and of necessity have a very limited range of penetration, besides being invisible at any distance beyond a mile and a half; *2nd*, a vessel's course may be changing from one direction to another throughout the angle of 110°; and no change would be perceptible in her course until the light suddenly changes to red or green, as the case may be,—too late to avoid a collision.

30. Mr. Bradford Leslie's proposals appear to be so practicable, that I have no hesitation in here publishing them:—

"Every sailing vessel between the hours of sunset and sunrise to shew a strong white light at the stem, or on, or above, the bowsprit, and a similar light on the foremast, so placed with reference to the lower light as to form with it an angle of 45° with the horizon. The intervals between the lights to be as large as possible. Both of these lights to be visible from directly ahead to two points abaft the beam on either side.



"Every steam vessel to carry the lights as prescribed above for sailing vessels, with the addition of an intermediate strong white light half way between the two.

"In the case of steam vessels, there would be no difficulty in exhibiting the prescribed lights.

"In the case of sailing ships, it might be necessary to alter the cut of the fore-topgallant sail to permit of the upper light being visible as prescribed.

"By this system all the lights of an approaching vessel would be visible separately and distinctly immediately on their coming above the horizon; it would be impossible to mistake a ship's light for a shore light, or a steamer for a sailing vessel, or *vice versâ*; and with an ordinary night glass the *course* of an approaching vessel could be approximately ascertained at a distance of 8 or 9 miles.*

"With a vessel approaching end on, the lights are seen vertically one above the other, a sailing ship shewing two, and a steam vessel three, lights in a vertical column. The slightest deviation in either direction is indicated by the stem light or "pointer" shewing to the right or left of the mast-head light, as the case may be, the angle formed by the lights increasing in proportion to the divergence of the course of the approaching vessel from the line of vision, until her course is at right angles to the line of vision, when the lights would assume an angle of 45°."

31. The adoption of the system which Mr. Leslie proposes does not necessitate the abandonment of the port and starboard coloured lights, which might be retained until the new system was thoroughly established.

32. The above proposals are not the result of hasty conclusions, but the outcome of serious consideration of one of the most eminent Engineers of the present day, one who has carefully studied the particulars of every case that has come under his notice, of night collision between vessels at sea, for many years past. From what we have learnt from past experience, and the special lessons taught us by the serious collisions constantly occurring in all parts of the globe, such proposals should meet with every attention throughout the nautical world.

Lights or Signals on Cape Guardafui.

33. It is satisfactory to hear that the Egyptian Government have decided to erect light-houses in the neighbourhood of Cape Guardafui on the north-east coast of Africa, but no active steps appear to have been taken in the matter, and it is to be feared that before anything is definitely decided, and the light-houses are erected, we shall have to record more serious losses. Each year adds to the number of lives sacrificed, and the vast amount of property lost, owing to the want of some special lights or signals on Ras Hafoon and Cape Guardafui. Experience has shewn the utility of blue and red lights, and I endeavoured in my last review to bring this subject prominently to the notice of those interested in the safe navigation of this dangerous coast, but another year has passed and nothing has been done.

34. It must be borne in mind that before any light-houses are erected at these places, a careful examination of the neighbourhood during the S. W.

* Assuming the apparent vertical distance between the upper and lower lights as radius, the horizontal distance between the same lights is the cosine of the angle which the course of the approaching vessel makes with the line of sight.

monsoon is absolutely necessary; the peculiar haze constantly observable near Cape Guardafui during the S. W. monsoon is laden with vast quantities of sand, and forms so dense an atmosphere that it may be questioned whether the most powerful light would be practically useful.

35. During the past year another serious wreck occurred near this spot (see Notes on Wrecks, No. 267). The Dutch screw-steamer OVERYSSEL ran ashore at 2-30 A.M. of the 15th July, about 10 miles to the south of Shenareef. The vessel had 228 souls on board, but fortunately only 5 lives were lost. There was no assistance near, and the crew and passengers were 14 days on shore under circumstances of the utmost privation before the news reached Aden.

36. This wreck illustrates how important it is that some signals should be exhibited here, and that they should be visible at long distances; there was a dense haze at the time of the OVERYSSEL running ashore, and had blue lights been shewn, if not actually visible through the haze, the sheen of the lights would at any rate have been seen over it. It is to be earnestly hoped that the attention of the Egyptian Government may be called to this, and that they will consider the advisability of having this part of the coast thoroughly examined by some competent authority before any works are commenced, and that, until light-houses are erected, *blue* and *red* lights may be burnt on Ras Hafoon and Cape Guardafui.

37. Appended to this wreck return are meteorological memoranda and statements of the weather experienced at the various ports round India. The Government of India having sanctioned the publication of these notes, the Meteorological Reporter to the Government has supplied the necessary details wherever Government Observatories exist. Other notes and observations have been added from information received in this office from the various Port Officers or other Marine authorities in India, and it is hoped that this record of trustworthy meteorological observations may prove of practical utility to the seaman.

Meteorological memoranda.

38. In connection with the preparation of this report, it is with pleasure I again record the generous assistance I have received at all times from Government officials and shipping firms throughout India.

R. C. CARRINGTON,
Registrar of Wrecks

Approved.

A. DUNDAS TAYLOR,
Superintendent, Marine Surveys.

MARINE SURVEY DEPARTMENT,
Calcutta, 3rd July 1880.

TABULAR STATEMENT OF THE WRECKS,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Rupali*	4½	British Indian fishing padow.	5th January...	Mahim ...	Seaward ...	Fishing nets, valued at Rs. 100.
2	*Palki* ...	20½	British Indian mahagiri.	20th ditto ...	Kallian ...	Bombay ...	Grass, nominal ...
3	*Sirdari* ...	12⅓	Ditto ...	7th February	Daurshait (Angasi Bay).	Ditto ...	Hay, nominal ...
4	*Chandrabau* ...	24	Ditto ...	9th ditto ...	Versovah ...	Ditto ...	22½ tons chunam; value Rs. 141.
5	*Rupdrol* ...	45½	British Indian battalla.	15th ditto ...	Bombay ...	Broach ...	Iron bars and kerosine oil; value unknown.
6	*Rooparel* ...	21	British Indian padow.	16th ditto ...	Ditto ...	Bhaunagar ...	25 tons jowari, valued at Rs. 2,000.
7	*Saddleurst* ...	1590	British ship ...	17th ditto ...	Calcutta ...	Dundee ...	2,300 tons jute; value unknown.
8	*Kist Shoay What* ...	78	British Burmese kattoo.	1st March ...	Tacompah (Malay Peninsula).	Rangoon ...	Dunnee leaves, salt, planks, and cash Rs. 800; value Rs. 1,900.
9	*Marian Moore* ...	948	British barque ...	9th ditto ...	Calcutta ...	Muscat ...	Rice and cloths value Rs. 2,00,000.
10	*Salaumtee* ...	8½	British Indian muchwa.	11th ditto ...	Poranghur ...	Bombay ...	Firewood, nominal ...
11	*Rambau* ...	21⅔	British Indian mahagiri.	16th ditto ...	Panwell ...	Ditto ...	12,000 bricks; value Rs. 86.
12	*Rooparel* ...	117½	Portuguese native battalla.	22nd ditto ...	Calicut ...	Cutch ...	73 logs of timber and 150 bamboo blinds; value not known.

DURING THE YEAR 1879.

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Darkness ...	16 miles off Mahim ...	Bombay Coast	Foundering. Stress of weather ...	Two lost ...	Totally lost.
Ditto ...	On a rock to the north of the Tannah Railway Bridge.	Ditto ...	Stranding. Tides and currents ...	None lost ...	Ditto.
Ditto ...	Off Dauntora, at the entrance of Vaturna river.	Ditto ...	Foundering. Old and rotten ...	Ditto ...	Ditto.
Ditto ...	600 feet north-east of the Oyster Rock Battery, Bombay Harbour.	Ditto ...	Foundering. Unavoidable ...	Ditto ...	Ditto.
Daylight ...	About 25 miles from Kautiafal ...	Gulf of Cambay	Foundering. Stress of weather ...	One lost ...	Ditto.
Ditto ...	1½ miles from the Satpati Custom House.	Bombay Coast	Foundering. Unseaworthy ...	None lost ...	Ditto.
Not known ...	Latitude 6° 40′ S., and longitude 84° E.	Indian Ocean	Fire. Carelessness of steward ...	Ditto ...	Ditto.
Darkness ...	About 80 miles south-east of China Bakeer lighthouse, Gulf of Martaban.	Burma Coast	Collision with the *Parthenope*. Carelessness of master.	Ditto ...	Ditto.
Ditto ...	1½ miles south of Rás-ash-Shajar, Gulf of 'Oman.	North-east coast of Arabia.	Stranding. Carelessness of master	Ditto ...	A large portion was saved and sold; value unknown.
Daylight ...	20 miles off Pawas Bunder ...	Bombay Coast	Foundering. Old and rotten ...	Ditto ...	Totally lost.
Unknown ...	Near Newa Shewa Bunder, Bombay Harbour.	Ditto ...	Foundering. Stress of weather ...	Ditto ...	Ditto.
Daylight ...	On a sunken rock to the east of the fort at Calicut.	Malabar Coast	Stranding. Unavoidable ...	Ditto ...	None lost.

WRECKS REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
13	*Amboto* ...	973	British screw steamer.	24th March ...	Rangoon ...	Malta ...	Rice; value not known
14	*Adrienne* ...	479	French barque ...	3rd April ...	Basrah ...	Mauritius ...	Grain, dates, and salt; value unknown.
15	*Shway Doon* ...	77	British Indian kattoo.	11th ditto ...	Rangoon ...	Tavoy ...	Dried fruit and earth oil; value Rs. 325.
16	*Thracian* ...	538	British Burman barque.	14th ditto ...	Maulmain ...	Colombo ...	535 tons of timber, valued at Rs. 36,750.
17	*Alexandra* ...	Not reported.	British pilot schooner.	14th ditto ...	Lying at	anchor off Double	Island.
18	*Stree Vanoogopalaswamy.*	267½	British Indian brig	14th ditto ...	Maulmain ...	Madras ...	Teak timber; value not reported.
19	*Faiz Rahman* ...	204	Ditto ...	15th ditto ...	Rangoon ...	Chittagong ...	Earth oil and timber; value Rs. 12,000.
20	*Thanalutchimy* ...	170	British Indian barque.	15th ditto ...	Arracan ...	Negapatam ...	170 tons paddy; value Rs. 10,000.
21	*Stree Runganaikulu*	208	British Indian brig	15th ditto ...	Maulmain ...	Madras ...	Timber; value not known
22	*Laxmiprasad* ...	27¾	Native padow ...	17th ditto ...	Bombay ...	Cambay ...	Bajri and marble, valued at Rs. 3,786.
23	*Futteh-ul-Mannan* ...	205	British Indian brig	23rd ditto ..	Being unseaworthy was laid up in		Chittagong river.
24	*Futteh Reyheman* ...	89½	Native gunja ...	24th ditto ...	Chandbáli ...	Bombay ...	50 tons sundries; value not stated.

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	On the Cadda Rocks, Point de Galle Harbour.	Ceylon Coast	Stranding. Carelessness of master	None lost ...	One-fifth was saved and sold, realizing Rs. 24,759.
Ditto ...	On a bank off the village of Tújak, about 40 miles north-west of Jáshak, entrance to Persian Gulf.	Beluchistan Coast	Stranding. Stress of weather ...	Ditto ...	Totally lost.
...	Latitude 14° 10′ N., and longitude 94° 20′ E. (north of the Andamans).	Bay of Bengal	Sprung a leak and abandoned. Cyclone.	Ditto ...	Ditto.
...	Latitude 13° 30′ N., and longitude 95° 20′ E. (east of Northern Andamans).	Ditto ...	Ditto ...	Ditto ...	Ditto.
...	Not known.	Ditto ...	Supposed to have foundered. Cyclone	Six lost ...	.....
Darkness ...	Latitude 14° 23′ N., and longitude 9° 46′ E.	Ditto ...	Sprung a leak and abandoned. Cyclone.	None lost ...	Totally lost.
Daylight ...	Latitude 14° 43′ N., and longitude 96° 16′ E.	Ditto ...	Foundering. Want of pumps. Cyclone.	Eleven lost ...	Ditto.
...	Tameputnum, 8 miles south of Sadras	Coromandel Coast.	Stranding. Cyclone ...	None lost ...	Ditto.
Daylight ...	Latitude 13° 30′ N., and longitude 95° 30′ E. (to the east of the Andamans).	Bay of Bengal	Foundering. ditto ...	Six lost ...	Ditto.
Darkness ...	On a shoal off Nosári Khári ...	Gulf of Cambay	Stranding. Stress of weather ...	None lost ...	Ditto.
...	On the river bank close to Asgar Ally's godown, Kurnafoli river.	Chittagong Coast.	Fire. Wilfully burnt ...	Ditto ...	No cargo on board.
Darkness ...	At Calicut ...	Malabar Coast	Fire. Carelessness of master ...	Ditto ...	Partially lost; value Rs. 3,758.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
25	*Essex* ...	1255	British ship ...	Unknown; left Bassein 30th April.	Bassein ...	Queenstown .	1,679 tons rice; value unknown.
26	*Chunar* ...	377$\frac{1}{3}$	British steamer ...	8th May ...	Calcutta ...	Goalundo ...	5,000 maunds coal; value not stated.
27	*Paniwalla* ...	108$\frac{1}{2}$	British steam barge.	15th ditto ...	Proceeding down	the harbour to the supply water.	Prongs lighthouse to
28	*Mahomed Cader Ally* ...	80$\frac{86}{130}$	British Indian dhoney.	18th ditto ...	Colombo ...	Jaffna ...	Furniture; value not reported.
29	*Javar Prasad* ...	96$\frac{3}{4}$	Native gunja ...	20th ditto ...	Kuilundy ...	Bombay ...	Cocoanuts, ginger, copra, myrabolams, &c.; value not known.
30	*Stree Venkataswaroo-loo.*	175$\frac{43}{133}$	British Indian brig	Ditto ...	Madras ...	Cocanada ...	Tamarind, gunny bags, ginger, &c.; value not stated.
31	*Pudanadu Venaigur* ...	Not reported.	British Indian dhoney.	21st May ...	Quilon ...	Madras ...	Timber, valued at Rs. 3,928.
32	*Koosy Ally* ...	47	British Indian pattimar.	Ditto ...	Cochin ...	Bombay ...	40 tons coir yarn and copra, valued at Rs. 8,000.
33	*Condor*	720	British Burman schooner.	Ditto ...	Rangoon ...	Negapatam ...	858 tons paddy; value Rs. 38,000.
24	*Unknown*	Not reported.	Native muchwa ...	Ditto ...	At moorings	...	Pepper and salt; value not stated.
35	*Ditto*	Ditto ...	Ditto ...	Ditto ...	Ditto.	...	No cargo on board ...
36	*Ditto*	Ditto ...	Ditto ...	Ditto ...	Ditto.	...	Salt; value not given...

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
...	Unknown ...	Unknown ...	Supposed to have foundered. Cause unknown.	Not reported	Supposed to be all lost.
Daylight ...	About a mile below Diamond Harbour Fort, in four fathoms of water.	Hooghly river	Stranding. Unavoidable ...	None lost ...	Partially lost; to what extent not reported.
...	On a rock N. by W., distant 100 feet from the lighthouse.	Bombay Coast	Foundering. Cause unknown ...	Ditto ...	.....
Darkness ...	On Sandy Point, Coorisuddy Island	Gulf of Manár	Stranding. Carelessness of master	Ditto ...	Partially lost, to the value of Rs. 300.
Ditto ...	Within the harbour of Cannanore ...	Malabar Coast	Foundering. Unavoidable ...	Ditto ...	Partially lost; amount Rs. 7,500.
Daylight ...	Near the village of Kuttowputtum	Coromandel Coast.	Stranding. Stress of weather ...	Ditto ...	Partially lost; value not known.
Ditto ...	Off Keelakari ...	Gulf of Manár	Ditto. Ditto ...	Ditto ...	Totally lost.
...	Latitude 10° N., and longitude 76° 13′ E.	Malabar Coast	Ditto. Ditto ...	Ditto ...	Partially lost, Rs. 6,000 worth.
Daylight ...	Latitude 7° 34′ N., and longitude 89° 40′ E. (to the west of the Nicobars).	Bay of Bengal	Foundering. Ditto ...	One lost ...	Totally lost.
...	Boree Bunder, Bombay Harbour ...	Bombay Coast	Stranding. Cyclone ...	None lost ...	Ditto.
...	Ditto ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	.....
...	Ditto ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
37	*Rooparel* ...	37¾	British Indian padow.	Native craft lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India from the 21st to the end of May 1879.	At anchor ...		Empty ... ...
38	Unknown ...	Not stated.	Native padow ...		Ditto ...		Ditto ... ...
39	Ditto ...	Ditto ...	Ditto ...		Ditto ...		Ditto ... ...
40	Ditto ...	Ditto ...	Native muchwa ...		Ditto ...		Firewood ... ...
41	Ditto ...	Ditto ...	Native padow ...		Ditto ...		Ditto ... ...
42	Ditto ...	Ditto ...	Ditto ...		Ditto ...		Cotton; value not stated.
43	Ditto ...	Ditto ...	Ditto ...		Ditto ...		Empty ... ...
44	Ditto ...	Ditto ...	Ditto ...		Ditto ...		Ditto ... ...
45	Ditto ...	Ditto ...	Ditto ...		Ditto ...		Ditto ... ...
46	*Futtey Salam* ...	25¾	British Indian padow.		Ditto ...		100 bales cotton; value not reported.
47	Unknown ...	Not reported.	Native padow ...		Ditto ...		Empty ... ...
48	Ditto ...	Ditto ...	Ditto ...		Ditto ...		Ditto ... ...

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Darkness ...	Mody Bay, Bombay Harbour ...	Bombay Coast	Foundering. Cyclone	None lost ...	... ...
Not reported ...	Ditto	Ditto ...	Stranding. Ditto	Ditto ...	... ...
Ditto ...	Ditto	Ditto ...	Ditto. Ditto	Ditto ...	... ...
Ditto ...	Carnac Bunder, Bombay Harbour ...	Ditto ...	Ditto. Ditto	Ditto ...	Totally lost.
Ditto ...	Apollo Bunder, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	Ditto.
Ditto ...	Mandvi Bunder, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	Ditto.
Ditto ...	Cross Island, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	... ...
Ditto ...	Ditto, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	... ...
Ditto ...	Boree Bunder, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	... ...
Ditto ...	Mazagon Bunder, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	Totally lost.
Ditto ...	Prince's Dock, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	... ...
Ditto ...	Ditto, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	... ...

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
49	Unknown ...	Not reported.	Native padow ...	Native craft lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India from the 21st to the end of May 1879.	At anchor ...		Empty ...
50	*Hureepersad* ...	29⅞	British Indian padow.		Ditto ...		125 bales of cotton; value not reported.
51	Unknown ...	Not stated.	Native dingy ...		Ditto ...		Empty ...
52	Ditto ...	Ditto ...	Native cargo boat		Ditto ...		195 bales of cotton; value not stated.
53	Ditto ...	Ditto ...	Ditto ...		Ditto ...		Ditto ...
54	*Rooparel* ...	Ditto ...	Native padow ...		Ditto ...		Empty ...
55	*Dowlutpersad* ...	Ditto ...	Native kotia ...		Ditto ...		Ditto ...
56	*Sha Sultan* ...	Ditto ...	Native padow ...		Ditto ...		Ditto ...
57	*Rampersad* ...	25	British Indian padow.		Ditto ...		100 bales of cotton; value not reported.
58	*Alley Mahomed* ...	13¾	Ditto ...		Ditto ...		Empty ...
59	Unknown ...	Not reported.	Native cargo boat		Ditto ...		Ditto ...
60	Ditto ...	Ditto ...	Ditto ...		Ditto ...		Ditto ...

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Not reported ...	Mazagon Bunder, Bombay Harbour	Bombay Coast	Stranding. Cyclone	None lost ...	... ...
Ditto ...	Mandvi Bunder, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	Totally lost.
Ditto ...	Boree Bunder, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	... ...
Ditto ...	Jamsetjee Bunder, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	Totally lost.
Ditto ...	Ditto, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	Ditto.
Ditto ...	Candly Bunder, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	... ...
Ditto ...	Ditto, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	... ...
Ditto ...	Ditto, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	... ...
Ditto ...	Carnac Bunder, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	Totally lost.
Ditto ...	Mallet Basin, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	... ...
Ditto ...	Ditto, ditto ...	Ditto ...	Foundering. Ditto	Ditto ...	... ...
Ditto ...	Ditto, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	... ...

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
61	Unknown ...	Not reported.	Native dubash boat.	Native craft lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India from the 21st to the end of May 1879.	At anchor ...		Empty ... ...
62	Ditto ...	Ditto ...	Native cargo boat		Ditto ...		Ditto ... ...
63	*Yeshwanty* ...	Ditto ...	Native muchwa ...		Ditto ...		141 teak rafters; value not stated.
64	Unknown ...	Ditto ...	Native cargo boat		Ditto ...		Empty ... ...
65	Ditto ...	Ditto ...	Ditto ...		Ditto ...		Ditto ... ...
66	*Sullamty* ...	Not stated	Native muchwa ...		Ditto ...		Coriander seed, nuts, chillies, &c.; value not stated.
67	*Khengty* ...	Ditto ...	Native padow ...		Ditto ...		Empty ...
68	*Odom Odom* ...	20 41/120	British Indian kotia.		Calicut ...	Androth Divy ...	Rice, salt, piece-goods, &c.; value Rs. 850.
69	*Ramprasad* ...	53 1/2	British Indian pattimar.		Wuddakurray (south of Tellicherry).	Bombay ...	Cocoanuts, copra, ghee, and chillies; value not stated.
70	*Salamati* ...	4 1/2	British Indian muchwa.		Bombay ...	Ratnagiri ...	Not stated ...
71	*Ramprasad* ...	24	Ditto ...		Tellicherry ...	Bombay ...	Cocoanuts and copra, valued at Rs. 4,000.
72	*Dastgiri* ...	17	Ditto ...		Beypore ...	Rajapur ...	Cocoanuts, valued at Rs. 1,000.

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Not reported...	South of Apollo Bunder, Bombay Harbour.	Bombay Coast	Stranding. Cyclone	None lost ...	... ...
Ditto ...	South of B. I. S. N. Co.'s Dock, Bombay Harbour.	Ditto ...	Ditto. Ditto	Ditto ...	... ...
Ditto ...	Between Clerk and Frere Basin, Bombay Harbour.	Ditto ...	Ditto. Ditto	Ditto ...	Totally lost.
Ditto ...	Opposite to Coolie Bunder, Bombay Harbour.	Ditto ...	Ditto. Ditto	Ditto ...	... ...
Ditto ...	Ditto, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	... ...
Ditto ...	Boree Bunder, Bombay Harbour ...	Ditto ...	Ditto. Ditto	Ditto ...	Totally lost.
Ditto ...	Arthur Bunder, ditto ...	Ditto ...	Ditto. Ditto	Ditto ...	... ...
Daylight ...	¼ of a mile eastward of the Custom House, Cannanore.	Malabar Coast	Ditto. Ditto	Ditto ...	Totally lost.
Ditto ...	Off Keeyiuna, north of Cannanore...	Ditto ...	Ditto. Ditto	Ditto ...	Partially lost; amount Rs. 5,300.
Ditto ...	At the entrance of Nawoorpur Creek, Tannah.	Bombay Coast	Ditto. Ditto	Ditto ...	... ...
Darkness ...	Outside Tudri Creek ...	Ditto ...	Foundering. Ditto	One lost ...	Totally lost.
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto	None lost ...	Ditto.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
73	*Khengti* ...	6	British Indian muchwa.	Native craft lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India from the 21st to the end of May 1879.	Honore ...	Vingorla ...	200 maunds rice; value Rs. 550.
74	*Chandraban* ...	50	British Indian pattimar.		Cochin ...	Bombay ...	Cocoanut oil, copra, and coir rope; value not reported.
75	*Ganesha Prasad* ...	16½	British Indian muchwa.		Ditto ...	Pithiapoor ...	Cocoanut oil, coir, and planks; value Rs. 2,500.
76	*Sultan Bahadoor* ...	Not known	British Indian craft.		Aleppy ...	Bombay ...	Cocoanuts, ginger, cardamoms, &c.; value not stated.
77	*Muludee* ...	28¾	British Indian pattimar.		Wuddakurray ...	Mulpy ...	Cocoanut oil; value Rs. 900.
78	*Yeshvantee* ...	6¾	British Indian muchwa.		Malwan ...	Carwar ...	Rice, grain, and garlic; value Rs. 500.
79	*Narayana Prasad* ...	22⅛	British Indian pattimar.		Beypore ...	Ratnagiri ...	Cocoanuts, valued at Rs. 825.
80	*Futhe Rahimany* ...	99½	British Indian bagla.		Mangalore ...	Gwádar (Beluchistan Coast).	Rice, cocoanuts, and tamarind, valued at Rs. 820.
81	*Amba Prasad* ...	65	British Indian kotia.		Cumta ...	Bombay ...	Cotton, pepper, chillies, &c.; value unknown.
82	*Hurry Prasad* ...	57 19/100	Native kotia ...		Calicut ...	Cutch ...	Jowari, turmeric, &c.; value Rs. 3,929.
83	*Laxman Prasad* ...	100	Native gunja ...		Ditto ...	Ditto ...	Not known ...
84	*Daria Dawlat* ...	Not reported.	British Indian pattimar.		Cochin ...	Vingorla ...	In ballast ...

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Darkness ...	Outside Tudri Creek ...	Bombay Coast	Foundering. Cyclone ...	None lost ...	Totally lost.
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value Rs. 3,000.
Ditto ...	Two miles south of Mulpy ...	Ditto ...	Stranding. Ditto ...	Ditto ...	Rs. 400 worth saved.
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value Rs. 12,000.
Ditto ...	Opposite Kanakod, about 3½ miles south of Mulpy.	Ditto ...	Ditto. Ditto ...	Ditto ...	No loss.
Ditto ...	Half a mile south of Mulpy ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.
Ditto ...	At Purbidree, near Molky ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
Ditto ...	Opposite the Custom House, Mangalore.	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
Ditto ...	Off Tudri Creek ...	Ditto ...	Foundering. Ditto ...	Ditto ...	Ditto.
Daylight ...	At the inlet of Pudiangady ...	Malabar Coast	Stranding. Ditto ...	Ditto ...	Ditto.
Darkness ...	Off Honore river ...	Bombay Coast	Ditto. Ditto ...	Ditto ...	Not known.
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	.....

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
85	*Mahomedi* ...	56¼	Native battalla ...	Native craft lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India from the 21st to the end of May 1879.	Calicut ...	Bombay	Not stated ...
86	*Hemavati* ...	16	British Indian craft.		Ditto ...	Cumta ...	Ditto ...
87	*Savitri* ...	19¾	Native craft.		Cochin ...	Unkola ...	Ditto ...
88	*Fajan Dari* ...	12	British Indian muchwa.		Calicut ...	Chiplun ...	Ditto ...
89	*Khatava Prasad* ...	87½	British Indian gunja.		Cumta ...	Bombay ...	Ditto, but it was valued at Rs. 8,000.
90	*Jayaram Prasad* ...	112½	British Indian kotia.		Calicut ...	Ditto ...	Ditto, Rs. 4,000 ...
91	*Chandraban* ...	Not reported.	Native pattimar ...		Cochin ...	Ditto ...	Not known ....
92	*Dawlata* ...	182½	Native gunja ...		At	anchor ...	
93	*Kesharhind* ...	41¾	British Indian bolio.		Calicut ...	Bombay ...	Not stated ...
94	*Salamati* ...	52½	British Indian craft.		Bombay ...	Not reported ...	Not reported ...
95	*Khatava Prasad* ...	68	Native kotia ...		Cumta ...	Bombay ...	Not stated, but it was valued at Rs. 6,000.
96	*Narayani* ...	36¾	British Indian pattimar.		At	anchor	Not known.

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	Near Munki Droog, to the south of Honore.	Bombay Coast	Stranding. Cyclone. ...	None lost ...	Not known.
Darkness ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.
Daylight ...	At the entrance of Batkull Droog Creek, 20 miles south of Honore.	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost, Rs. 500 worth.
Darkness ...	Off Cumta Creek ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.
Daylight ...	Ditto, Lighthouse ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
Darkness ...	Ditto, Creek ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
Ditto ...	Ditto, Lighthouse ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
Ditto ...	At Hangarkhati, near Cumta ...	Ditto ...	Ditto. Ditto ...	Six lost ...	Ditto.
Ditto ...	Off Cumta Creek ...	Ditto ...	Ditto. Ditto ...	Three lost ...	Ditto.
Daylight ...	Ditto ...	Ditto ...	Ditto. Ditto ...	None lost ...	Ditto.
Darkness ...	In Cumta Harbour ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost, to the extent of Rs. 3,600.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
97	*Kalian Prasad* ...	120$\frac{1}{4}$	British Indian gunja.	Native craft lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India from the 21st to the end of May 1879.	Cumta ...	Bombay ...	Not known, but it was valued at Rs. 3,000.
98	*Ajadurgi* ...	6$\frac{1}{3}$	British Indian muchwa.		Ditto ...	Unkola ...	Unknown ...
99	*Sugar Prasad* ...	99$\frac{88}{120}$	Native gunja ...		Ditto ...	Bombay ...	Do., but it was valued at Rs. 4,000.
100	*Khusbah* ...	58$\frac{3}{4}$	British Indian pattimar.		Ditto ...	Ditto ...	Not stated ...
101	*Mahadeva* ...	21$\frac{1}{4}$	British Indian craft.		Ditto ...	Ditto ...	Do., but it was valued at Rs. 6,000.
102	*Yeswunti* ...	81	British Indian pattimar.		Páos ...	Ditto ...	Cotton; value unknown.
103	*Neera Prasad* ...	17$\frac{3}{4}$	Native kotia ...		Bankot ...	Mowah (Kattywar.)	Rice, nagli, and tamarinds; value not known.
104	*Dowlat Prasad* ...	38$\frac{1}{4}$	British Indian mahagiri.		Cumta ...	Jaitapur ...	Not known ...
105	*Ramaban* ...	Not stated	British Indian craft.		Cochin ...	Rajapur ...	Ditto ...
106	*Vishun Prasad* ...	47	Native mahagiri ...		Ditto ...	Bombay ...	Ditto, but valued at Rs. 3,500.
107	*Daria Bahadar* ...	27	British Indian craft.		Ditto ...	Jaitapur ...	Not stated ...
108	*Purushotam Prasad* ...	25$\frac{1}{4}$	British Indian pattimar.		Kuilundy ...	Bombay ...	Ditto ...

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Darkness ...	In Cumta Harbour ...	Bombay Coast	Stranding. Cyclone ...	None lost ...	Totally lost.
Daylight ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; estimated value Rs. 4,000.
Darkness ...	Ditto ...	Ditto ...	Ditto. Ditto ...	One lost ...	Totally lost.
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Three lost ...	Partially lost; amount Rs. 6,000.
Daylight ...	Ditto ...	Ditto ...	Ditto. Ditto ...	One lost ...	Totally lost.
Ditto ...	In Boria Bay, south of Ratnagiri ...	Ditto ...	Ditto. Ditto ...	Six lost ...	Ditto.
Darkness ...	At Velas, near Bankok ...	Ditto ...	Ditto. Ditto ...	None lost ...	Ditto.
Daylight ...	In Cumta Harbour ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Rs. 1,000 worth was lost.
Ditto ...	At the entrance of Honore River ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
Ditto ...	Near Baswarajah Drôog ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
109	*Sikari* ...	64	British Indian dingy.	Native craft lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India from the 21st to the end of May 1879.	Mangalore ...	Maskat ...	Not stated ...
110	*Sakri Salamaty* ...	Not known	British Indian padow.		Cannanore ...	Páos ...	Cocoanuts, pepper, &c.; value not given.
111	*Amritrao* ...	18	British Indian mahagiri.		Revdanda (South of Bombay).	Goa ...	Specie and Rs 950 in cash; value not stated.
112	*Kalian Prasad* ...	Not known	British Indian muchwa.		Bombay ...	Cumta ...	Not known ...
113	*Barkati* ...	5¾	Ditto ...		Páos ...	Bombay ...	Mangoes, &c.; value not stated.
114	*Laksmi* ...	11	Ditto ...		Bombay ...	Carwar ...	Sugar, wheat, &c.; value Rs. 1,000.
115	*Naryan Prasad* ...	90½	British Indian gunja.		Ditto ...	Cumta ...	Not reported ...
116	*Mahamady* ...	Not stated	British Indian muchwa.		Bankot ...	Rundpar ...	Rice, paddy and murree, valued at Rs. 922.
117	*Lakhmiprasad* ...	95	British Indian kotia.		Calicut ...	Kurrachee	Ginger, chillies, pepper, &c.; value unknown.
118	*Fathay Mahomed* ...	28	Portuguese Native padow.		Goa ...	Damáon and Diu	Cocoanuts; value not known.
119	*Albela* ...	87½	British Indian kotia.		Mangalore ...	Bombay ...	25 tons cocoanuts and oil; value not stated.
120	*Salamaty* ...	Not reported.	British Indian muchwa.		Bombay ...	Ratnagiri ...	Not known ...

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	About 14 miles south of Munki Droog, near Pigeon Island.	Bombay Coast	Stranding. Cyclone ...	Six lost ...	Totally lost.
Ditto ...	At Rundpar, in Páos Bay ...	Ditto ...	Ditto. Ditto ...	None lost ...	Partially lost, to the amount of Rs. 58.
Ditto ...	One mile to the southward of Deoghur.	Ditto ...	Foundering. Ditto ...	Ten lost. ...	Totally lost.
Ditto ...	At Malgom, about 9 miles south of Jaygad.	Ditto ...	Stranding. Ditto ...	None lost ...	Not known.
Ditto ...	At Rundpar, about 6 miles south of Ratnagiri.	Ditto ...	Ditto. Ditto ...	One lost ...	Partially lost, valued at Rs. 240.
Ditto ...	At Goankhuree, near Poranghur ...	Ditto ...	Ditto. Ditto ...	Twenty-one lost	Totally lost.
Ditto ...	On the rocks in Páos Bay ...	Ditto ...	Ditto. Ditto ...	None lost ...	Partially lost; value Rs. 158.
Ditto ...	South side of Páos Bay ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.
Ditto ...	Near Seeduchekatee, south of Deoghur Harbour.	Ditto ...	Ditto. Ditto ...	Four lost ...	Partially lost, to the extent of Rs. 2,700.
Ditto ...	Off Kunsop, about 2 miles south of Ratnagiri.	Ditto ...	Foundering. Ditto ...	One lost ...	Partially lost; value unknown.
Ditto ...	Off Deoghur Harbour ...	Ditto ...	Ditto. Ditto ..	Seven lost ...	Partially lost, to the extent of Rs. 2,840.
Ditto ...	On the rocks at Rundpar, near Páos	Ditto ...	Stranding. Ditto ...	None lost ...	Not known.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
121	*Bhawany* ...	40	British Indian pattimar.	Native craft lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India from the 21st to the end of May 1879.	Calicut ...	Cundapur ...	Castor-oil, iron nails, ginger, &c.; value Rs. 566.
122	*Kadiry Salumathy* ...	27½	Ditto ...		Cochin ...	Oodapee ...	Oil, mangoewood boxes, sandalwood, &c.; value Rs. 2,849.
123	*Daria Dowlath* ...	34	Ditto ...		Baliapatam ...	Mangalore ...	Firewood and bamboos; value Rs. 97.
124	*Salamathy* ...	13½	British Indian muchwa.		Tanore ...	Jaitapur ...	Cocoanuts, valued at Rs. 264.
125	*Santhanton* ...	83¾	Ditto ...		Calicut ...	Honore ...	Cocoanut-oil, castor-oil, oil-cakes, &c.; value Rs. 1,939.
126	*Maha Luxoomy Prasad*	22¼	British Indian pattimar.		Baliapatam ...	Ditto ...	Castor-oil, tobacco, cocoanuts, &c., valued at Rs. 2,373.
127	*Rupard* ...	50	Native battala ...		Ponány ...	Bombay ...	29½ tons bamboos; value not stated.
128	*Gangyapadarath* ...	101	British Indian kotia.		Bombay ...	Vingorla ...	None ...
129	*Waroo* ...	20½	British Indian pattimar.		Cumta ...	Bombay ...	Betelnuts and chillies; value not known.
130	*Hydree* ...	36¾	British Indian muchwa.		Jaitapur ...	Cutch ...	Sugar, ghee, &c.
131	*Eswanti* ...	7½	Native muchwa ...		Sikaru (Goa) ...	Bombay ...	30,000 mangoes, valued at Rs. 885.
132	*Pur Pussa* ...	Not known	Native battalla ...		Jaitapur ...	Cutch ...	Sugar, ghee, nuts, &c.; value not stated.

DURING THE YEAR 1879—*continued*.

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	At the inlet of Pudiangady, a sub-port of Cannanore.	Malabar Coast	Stranding. Cyclone ...	None lost ...	Totally lost.
Darkness ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
Daylight ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
Darkness ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost, Rs. 132.
Daylight ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	A few casks of g saved.
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.
Ditto ...	At the entrance to Deoghur Harbour	Bombay Coast	Ditto. Ditto ...	One lost ...	Partially l o s t amount Rs. 20
Ditto ...	At Mombri, a sub-port of Deoghur ...	Ditto ...	Ditto. Ditto ...	None lost ...	.....
Ditto ...	Off Boria bunder, to the north of Jaygad.	Ditto ...	Foundering. Ditto ...	Four lost ..	Totally lost.
Ditto ...	Off Musargagi village, entrance to Jaitapar river.	Ditto ...	Stranding. Ditto ...	None lost ...	Partially lost; v lue Rs. 5,300.
Ditto ...	Malwan Harbour ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.
Ditto ...	Off Musargagi village, entrance to Jaitapur River.	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost, t the amount Rs. 4,700

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
33	*Eswenti* ...	29	British Indian pattimar.	Native craft lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India from the 21st to the end of May 1879.	Tellicherry ...	Malwan ...	None ...
34	*Govindpursad* ...	15	Ditto ...		Calicut ...	Rajapur ...	Cocoanut kernels, earthen pots, &c.; value not reported.
35	*Suryaban* ...	18½	British Indian mahagiri.		Chiplun ...	Bombay ...	135 bales of cotton; value not known.
36	*Somwarra* ...	5½	British Indian muchwa.		Vingorla ...	Malwan ...	None ...
37	*Venkatishpursad* ...	50	British Indian pattimar.		Carwar ...	Bombay ...	296 bales of cotton; value unknown.
38	*Apkar Family* ...	8	British Indian muchwa.		Vingorla ...	Malwan ...	None ...
39	*Eswuntee* ...	15	Ditto ...		Ditto ...	Ditto ...	Cocoons and dates; value not reported.
40	*Bhowani* ...	25	British Indian pattimar.		Ditto ...	Bombay ...	Cotton, ghee, cocoons, &c.; value not stated.
41	*Guneshpursad* ...	13⅓	British Indian muchwa.		Ditto ...	Deoghur ...	None ...
42	*Sacre Salamity* ...	29	British Indian pattimar.		Bombay ...	Malwan ...	Ditto ...
43	*Dariamanj* ...	26¼	Ditto ...		Vingorla ...	Ditto ...	Ditto ...
44	*Waroo* ...	19	British Indian craft.		Ditto ...	Ditto ...	Kerosene oil and turmeric; value not stated.

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	Malwan Harbour ...	Bombay Coast	Stranding. Cyclone ...	None lost ...	... ...
Darkness ...	Near Koora Rocky Island, to the north of Malwan.	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.
Daylight ...	Near Pos Pir Rock, entrance to Basseen River.	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value Rs. 2,000.
Ditto ...	On the rocks, about 3 miles south of Malwan.	Ditto ...	Ditto. Ditto ...	Two lost ...	... ...
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	None lost ...	Totally lost.
Ditto ...	On the rocks, about one and a half mile south of Tiracol.	Ditto ...	Ditto. Ditto ...	Ditto ...	... ...
Ditto ...	Malwan Harbour ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; amount Rs. 150.
Ditto ...	About one mile south of Malwan Harbour.	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value unknown.
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	... ...
Ditto ...	Malwan Harbour ...	Ditto ...	Ditto. Ditto ...	Ditto ...	... ...
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	... ...
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ..	None lost.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
145	*Laxmi* ...	23¾	British Indian suvala.	Native craft lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India from the 21st to the end of May 1879.	Vingorla ...	Ratnagiri ...	Cotton seeds, piece-goods, chillies, &c.; value not known.
146	*Ladki* ...	14¾	British Indian muchwa.		Ditto ...	Nuti ...	Rice, and Rs. 80 in cash, valued at Rs 280.
147	*Hariprasad* ...	64	Native kotia ...		Ditto ...	Bombay ...	Betelnuts, pepper, and cotton; value Rs. 12,000.
148	*Laxmi* ...	8½	British Indian boat.		At anchor ...	At anchor ...	At anchor ...
149	*Yeshwanti* ...	23¾	British Indian suvala.		Ditto ...	Ditto ...	Ditto ...
150	*Yeshwanti* ...	Not known	British Indian muchwa.		Vingorla ...	Jaitapur ...	Chillies and coir; value Rs. 866.
151	*Sateriprasad* ...	24½	British Indian pattimar.		At anchor ...	At anchor ...	At anchor ...
152	*Yeshwanti* ...	16½	British Indian muchwa.		Bombay ...	Achira ...	None ...
153	*Yeshwanti* ...	29	British Indian pattimar.		Ditto ...	Vingorla ...	Piece-goods, copper, &c.; value not known.
154	*Palki* ...	19	Ditto ...		Vingorla ...	Bombay ...	Cotton, linseed, &c.; value unknown.
155	*Idrusi* ...	10½	British Indian muchwa.		Jaitapur ...	Nuti ...	None ...
156	*Hossain* ...	7⅓	British Indian craft.		Kukra ...	Ratnagiri ...	Betelnuts, chillies, and cocoanuts; value not stated.

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	At Chawni, to the north-west of Vingorla.	Bombay Coast	Foundering. Cyclone ...	Six lost ...	Totally lost.
Ditto ...	Off Kukra Island, south of Carwar	Ditto ...	Stranding.. Ditto. ...	None lost ...	Ditto.
Ditto ...	At Tondowlee, north of Malwan ...	Ditto ...	Ditto. Ditto ...	One lost ...	Ditto.
Ditto ...	Vingorla Harbour ...	Ditto ...	Ditto. Ditto ...	None lost ...	... ...
Ditto ...	Ditto ...	Ditto ...	Foundering. Ditto ...	Ditto ...	... ...
Ditto ...	Off Dabhol, entrance to Wáshishti River.	Ditto ...	Stranding. Ditto ...	Ditto ...	Totally lost.
Ditto	Vingorla Harbour ...	Ditto ...	Foundering. Ditto ...	Ditto ...	... ...
Ditto ...	Ditto ...	Ditto ...	Stranding. Ditto ...	Ditto ...	... ...
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.
Ditto	Ditto ...	Ditto ...	Foundering. Ditto ...	Ten lost ...	Ditto.
Ditto ...	Ditto ...	Ditto ...	Stranding. Ditto ...	None lost ...	... ...
Ditto ...	Malwan Harbour ...	Ditto ...	Ditto.. Ditto ...	Ditto ...	Partially lost, valued at Rs. 400.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
157	*Haumant Saevai* ...	104¼	British Indian craft	Native craft lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India from the 21st to the end of May 1879.	Vingorla ...	Bombay ...	430 bales of cotton; value not reported.
158	*Kaderi* ...	3¼	British Indian muchwa.		Panjim ...	Ratnagiri ...	51 fishing nets and 3 cwts. fish; value Rs. 300.
159	*Eshwantee* ...	27¾	British Indian pattimar.		Cumta ...	Bombay ...	Wheat and gunny bags, valued at Rs. 1,000.
160	*Chinapursad* ...	9	British Indian muchwa.		Jaitapur ...	Goa ...	None ... ...
161	*Daria Dowlut* ...	25¾	British Indian padow.		Bombay ...	Jaygad ...	In ballast ...
162	*Mahaluxmi Pursad*	72¾	British Indian pattimar.		Ponány ...	Bombay ...	120,000 cocoanuts; value not known.
163	*Eswanti*	20½	Ditto ...		Vingorla ...	Ditto ...	Teak rafters, coir, yarn, and myrabolams; value not stated.
164	*Bhowani* ...	25	British Indian muchwa.		Ditto ...	Sirjakote (near Malwan).	None ... ...
165	*Eswanti* ...	13¾	Ditto ...		Sasti (Goa) ...	Bombay ...	23,100 cocoanuts, value not reported.
166	*Mahadev* ...	8¾	British Indian mahagiri.		Jaitapur ...	Ambol-ghur ...	None ... ...
167	*Sallamati* ...	Not stated	British Indian gulbut.		Calicut ...	Chiplun (near Bombay).	Cocoanuts and planks, valued at Rs. 300.
168	*Kallianprasad* ...	Ditto ...	Ditto ...		Cumta ...	Bombay ...	Cotton and betelnuts; value Rs. 13,800.

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	Wadee, to the south of Achre ...	Bombay Coast	Stranding. Cyclone ...	Two lost ...	Totally lost.
Ditto ...	Malwan Harbour ...	Ditto ...	Ditto. Ditto ...	None lost ...	Ditto.
Ditto ...	Off Palshet, about 8 miles south of Anjanvel.	Ditto ...	Foundering. Ditto ...	Ditto ...	Ditto.
Ditto ...	One mile west of Rajapur Light-house	Ditto ...	Ditto. Ditto ...	Ditto ...	.....
Ditto ...	Near the Village of Mhurr, Taluka Ghora Bunder, north of Bombay.	Ditto ...	Stranding. Ditto ...	Two lost ...	.....
Ditto ...	One mile south of Malwan Harbour	Ditto ...	Ditto. Ditto ...	None lost ...	Partially lost; value Rs. 2,100.
Ditto ...	On the rocks off Hadwar, sub-port of Kilwa Mehim.	Ditto ...	Ditto. Ditto ...	Two lost ...	Partially lost, to the amount of Rs. 300.
Ditto ...	On the rocks opposite the kutchery at Malwan.	Ditto ...	Ditto. Ditto ...	Five lost ...	.....
Ditto ...	Malwan Harbour ...	Ditto ...	Ditto. Ditto ...	None lost ..	Partially lost; value Rs. 125.
Ditto ...	In Ambol-ghur Bay (2 miles north of Rajapur light).	Ditto ...	Foundering. Ditto ...	Ditto ...	.....
Ditto ...	At Nuti ...	Ditto ...	Stranding. Ditto ...	Ditto ...	Totally lost.
Ditto ...	Ditto ...	Ditto ...	Capsized. Ditto ...	Ditto ...	Ditto

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
169	*Barkati* ...	8	British Indian muchwa.	Native craft lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India from the 21st to the end of May 1879.	Vingorla ...	Malwan ...	None ... ...
170	*Bhavani* ...	40	British Indian pattimar.		Bombay ...	Vingorla ...	Dates, wheat, and rice; value unknown.
171	*Hanmantprasad* ...	24½	Ditto ...		Vingorla ...	Bombay ...	Cotton, ghee, chillies, &c.; value not reported.
172	*Yeshwanti* ...	Not known	Ditto ...		Calicut ...	Jaitapur ...	Cocoanuts and copra; value Rs. 1,075.
173	*Parvatiprasad* ...	Do. ...	British Indian battalla.		Beypore ...	Broach ...	Cocoanuts; value not stated.
174	*Samseri* ...	14¾	British Indian bolio.		Carija Island (Bombay Harbour.)	Vingorla ...	Patravali and Government ammunition; value not reported.
175	*Paneri* ...	21	British Indian gulbut.		Vingorla ...	Rajapur ...	Oil, copra, &c., valued at Rs. 1,870.
176	*Barkati* ...	21½	Ditto ...		Ditto ...	Jaitapur ...	Cocoanuts; value Rs. 500.
177	*Sattamati* ...	62	Native muchwa ...		Bombay ...	Vingorla ...	None ...
178	*Sita* ...	4	Native hodi ...		Vingorla ...	Bombay ...	Cocoanuts, valued at Rs. 125.
179	*Hurry Pussa* ...	75	Native kotia ...		Ponány ...	Ditto ...	30 tons cocoanuts; value Rs. 1,700.
180	*Waru* ...	5	Native pattimar ...		Viziadurg ...	Ditto ...	Oyster shells, nominal value.

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	At Nuti ...	Bombay Coast	Foundering. Cyclone ...	None lost ...	...
Ditto ...	At Vingorla ...	Ditto ...	Stranding. Ditto ...	Six lost ...	Totally lost.
Ditto ...	Off Bhugwee, one mile north of Nuti.	Ditto ...	Capsized. Ditto ...	None lost ...	Partially lost; value unknown.
Ditto ...	At Nuti ...	Ditto ...	Stranding. Ditto ...	Ditto ...	Totally lost.
Ditto ...	Off Bhugwee, one mile north of Nuti.	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; amount not stated.
Darkness ...	At Vingorla ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Only the Government ammunition was saved.
Daylight ...	At Nuti ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value unknown.
Ditto ...	Vingorla Harbour ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	.....
Ditto ...	Ditto ...	Ditto ...	Foundering. Ditto ...	Ditto ...	Totally lost.
Ditto ...	Latitude 10° N., and longitude 76° 13′ E.	Malabar Coast	Stranding. Ditto ...	Ditto ...	Ditto.
Ditto ...	On a rock to the westward of the town of Manoree, 15 miles north of Bombay.	Bombay Coast	Ditto. Ditto ...	Ditto	Ditto.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
181	*Fatemari Rawluath* ...	16	British Indian craft	Native craft lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India from the 21st to the end of May 1879.	Tudri ...	Carwar ...	250 maunds rice; value not stated.
182	*Luxmee Pusa* ...	$58\frac{8}{100}$	Native kotia ...		Cumta ...	Bombay ...	Cotton; value not reported.
183	*Diria Dowlut* ...	$13\frac{3}{4}$	British Indian padow.		Goa ...	Honore ...	Salt and onions; value not stated.
184	*Mahmudi Salamati* ...	$85\frac{3}{4}$	British Indian pattimar.		Cumta ...	Bombay ...	Cotton; value not stated
185	*Luxumi Pusa* ...	$44\frac{3}{4}$	Native padow ...		Bombay ...	Carwar ...	Twist and Manchester goods; value not stated.
186	*Ghelany* ...	$128\frac{88}{100}$	British Indian dingy.		Cumta ...	Bombay ...	Cotton; value not reported.
187	*Khatow Prasad* ...	Not known	Native battalla ...		Ditto ...	Ditto ...	Ditto ...
188	*Coda Bux* ...	27	British Indian padow.		Bombay ...	Jaygad ...	In ballast
189	*Ramban* ...	10	British Indian mahagiri.		Anjanvel ...	Bombay ...	Jaggery and ground nuts; value unknown.
190	*Gutta* ...	9	British Indian gulbut.		At moorings ...		
191	*Yarastoos* ...	25	British Indian padow.		Engaged in delivering 18 tons ballast to a steamer ...		
192	*Yeshwanti* ...	31	Ditto ...		Calicut ...	Jaygad ...	Cocoanuts, valued at Rs. 750.

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	At Belambar, near Gungaweli ...	Bombay Coast	Stranding. Cyclone ...	None lost ...	Partially lost; value Rs. 850.
Ditto ...	Off the pier, Carwar ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value Rs. 2,000.
Darkness ...	Opposite the Judge's bungalow, Carwar.	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.
Daylight ...	1½ miles north of the wharf, Carwar	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost.
Ditto ...	At Tilmati, about 5 miles to the northward of Carwar.	Ditto ...	Ditto. Ditto ...	Ditto ...	None lost.
Ditto ...	Opposite the Judge's bungalow, Carwar.	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value Rs. 6,000.
Darkness ...	Aumadully, about 7 miles to the southward of Carwar.	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value unknown.
Daylight ...	Near Kundari Island, at the entrance to Bombay Harbour.	Ditto ...	Foundering. Ditto ...	Ditto ...	.....
Darkness ...	Ditto ditto ...	Ditto ...	Stranding. Ditto ...	Ditto ...	Totally lost.
Daylight	Off Boree bunder, Bombay Harbour	Ditto ...	Foundering. Ditto ...	Ditto ...	.....
Darkness ...	Ditto ditto ...	Ditto ...	Stranding. Ditto ...	Ditto ...	.....
Ditto ...	Off Tudri Creek ...	Ditto ...	Ditto. Ditto ..	Ditto ...	Totally lost.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
193	*Palki* ...	22	British Indian pattimar.	Native craft lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India from the 21st to the end of May 1879.	Cochin ...	Rajapur ...	Cocoanuts, copra, and cocoanut-oil; value not reported.
194	*Ramban* ...	17½	Ditto ...		Calicut ...	Ditto ...	Cocoanuts and cocoanut-oil; value Rs. 1,500.
195	*Kadri* ...	9½	British Indian muchwa.		Cundapur ...	Vingorla ...	346 maunds of rice, valued at Rs. 1,200.
196	*Hurreepursad* ...	28½	British Indian padow.		Jaitapur ...	Cutch Mándvi ...	Sugar, ghee, and nuts; value not reported.
197	*Mahadev* ...	33	British Indian pattimar.		Cumta	Bombay ...	Cotton, pepper, and betelnuts; value not stated.
198	*Ratnagiri* ...	30	British Indian padow.		Calicut ...	Broach ...	Planks, wool, grain, &c.; value not known.
199	*Ramban* ...	25	British Indian gulbut.		Panjim ...	Bombay ...	Mangoes, and Rs. 900 in notes, valued at Rs. 2,400.
200	*Saraswati* ...	48	British Indian padow.		Tellicherry ...	Malwan ...	None
201	*Shilemán* ...	11½	British Indian muchwa.		Mangalore ...	Vingorla ...	Rice; value not stated
202	*Daria Dowlat* ...	Not known	Native pattimar ...		Calicut ...	Bombay ...	Maize and chillies; value not given.
203	*Hurry Singar* ...	74½	British Indian pattimar.		Tellicherry ...	Ditto ...	Copra and cocoanuts; value not ascertainable.
204	*Bhowany* ...	31½	Ditto ...		Cochin ...	Ditto ...	Cocoanuts, oil-cake, coir rope, &c.; value unknown.

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Darkness ...	Off Tudri Creek ...	Bombay Coast	Foundering. Cyclone ...	None lost ...	Partially lost; value Rs. 2,400.
Daylight ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.
Darkness ...	Ditto ...	Ditto ..	Ditto. Ditto ...	Ditto ...	Ditto.
Daylight ...	Off Musargagi village, entrance to Jaitapur River.	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; valued at Rs. 3,200.
Ditto ...	On a rock to the south of Woottun Bunder, north of Bombay Harbour.	Ditto ...	Stranding. Ditto ...	Ditto ...	Partially lost; amount Rs. 7,500.
Ditto ...	About 1½ miles north-west of Vizia-durg Fort.	Ditto	Ditto. Ditto ...	Six lost ...	Partially lost, to the amount of Rs. 900.
Ditto ...	On the rocks one mile south of Tarkurli, to the north of Vingorla.	Ditto ...	Ditto. Ditto ...	None lost ...	Totally lost.
Darkness ...	Off Tudri Creek ...	Ditto ...	Foundering. Ditto ...	One lost ...	.....
Daylight ...	Ditto ...	Ditto ...	Stranding. Ditto ...	None lost ...	Partially lost, to the extent of Rs. 722.
Darkness ...	At the inlet of Pudiangady ...	Malabar Coast	Ditto. Ditto ...	Ditto ...	Partially lost.
Daylight ...	Ditto ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
Darkness ...	Ditto ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
205	*Kadri*	86¼	Native pattimar ...	Native craft lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India from the 21st to the end of May 1879.	Cochin ...	Bombay ...	Oil-cakes, cocoanuts, horns, &c.; value Rs. 6,290.
206	*Hydross Dariadowlath*	49$\frac{86}{100}$	British Indian pattimar.		Wuddakurray ...	Ditto ...	Copra and cocoanuts; value unascertainable.
207	*Ramaban* ...	105¾	Ditto ...		Cochin ...	Ditto ...	Oil-cakes, coir rope, copra, &c.; value unascertainable.
208	*Luxoomy* ...	Not known	Ditto ...		Wuddakurray ...	Ditto ...	Copra and cocoanuts; value not stated.
209	*Ganasha Prasad* ...	21½	Ditto ...		Tellicherry ...	Mangalore ...	23½ cwt. copra; value Rs. 165.
210	*Mamoody Sulamatty* ...	26¾	Ditto ...		Beypore ...	Ditto ...	159 cwt. tobacco, valued at Rs. 720.
211	*Dara Dowlath* ...	54	Ditto ...		Calicut ...	Ditto ...	Piece-goods, gram, castor-oil, &c.; value Rs. 11,720.
212	*Ramaprasad* ...	25	Ditto ...		Tellicherry ...	Ditto ...	Cocoanut-oil and kus-kus roots, valued at Rs. 1,304.
213	*Rooparell* ...	25¾	British Indian padow.		At anchor ...		
214	*Daria Dowlut* ...	25	British Indian muchwa.		Bingi (south of Carwar).	Bombay ...	Cocoanuts, chillies and ghee, valued at Rs. 2,980.
215	*Palki* ...	41	British Indian pattimar.		Unkola ...	Ditto ...	Cocoanuts, oil, coir rope, &c.; value not known.
216	*Kadir* ...	7½	British Indian muchwa.		Goa ...	Bankot ...	14,000 cocoanuts; value not reported.

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Darkness ...	At the inlet of Pudiangady ...	Malabar Coast	Stranding. Cyclone	None lost ...	Totally lost.
Daylight ...	Ditto	Ditto ...	Ditto. Ditto	Ditto ...	Ditto.
Darkness ...	Ditto	Ditto ...	Ditto. Ditto	Ditto ...	Ditto.
Ditto ...	Ditto	Ditto ...	Ditto. Ditto	Ditto ...	Ditto.
Ditto ...	Ditto	Ditto ...	Ditto. Ditto	Ditto ...	Ditto.
Ditto ...	Ditto	Ditto ...	Ditto. Ditto	Ditto ...	Ditto.
Daylight ...	Ditto	Ditto ...	Ditto. Ditto	Ditto ...	Ditto.
Darkness ...	Ditto	Ditto ...	Ditto. Ditto	Ditto ...	Ditto.
Daylight ...	Off Boree Bunder, Bombay Harbour	Bombay Coast	Foundering. Ditto	Ditto ...	.....
Ditto ...	Near Koora Rocky Island, three miles north of Malwan.	Ditto ...	Stranding. Ditto	Ditto ...	Totally lost.
Ditto ...	Ditto	Ditto ...	Ditto. Ditto	Ditto ...	Ditto.
Ditto ...	At Palshet, about nine miles south of Anjanvel.	Ditto ...	Ditto. Ditto	Ditto ...	Partially lost; amount Rs. 255.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
217	*Futteh Currim* ...	74	British Indian Kotia.	Native craft lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India from the 21st to the end of May 1879.	Cumta ...	Bombay ...	Cotton, chillies, jowari, &c., valued at Rs. 1,00,000.
218	*Jaiwunti* ...	34¾	British Indian Pattimar.		Carwar ...	Ditto ...	125 bales of cotton, value not given.
219	*Goolabee* ...	26¾	British Indian Mahagiri.		Diva Borlai (near Chaul.)	Ditto ...	6,000 bundles firewood, valued at Rs. 400.
220	*Sankali* ...	33	Native Battalla ...		Cutch Mándvi ...	Ditto ...	In ballast, and 30 bags of tobacco; value not known.
221	*Luxumi* ...	20¼	British Indian Padow.		Versovah (a little to the north of Bombay.)	Ditto	60 candies chunam; value not reported.
222	*Khengty* ...	18¼	British Indian Muchwa.		At anchor ...	At anchor ...	In ballast ...
223	*Sacree Sullamty* ...	18¾	British Indian Mahagiri.		Ditto ...	Ditto ...	Ditto ...
224	*Sacree* ...	10	Portuguese Native Gulbut.		Ditto ...	Ditto ...	Ditto ...
225	*Bhawany* ...	8¼	British Indian Muchwa.		Bombay ...	Ratnagiri ...	None ...
226	*Vithalprasad* ...	56¾	British Indian Battalla.		Carwar ...	Bombay ...	Teak wood; value not stated.
227	*Motiprasad* ...	47	Ditto ...		Goa ...	Broach ...	Cocoanuts; value not reported.
228	*Salamati* ...	2½	British Indian Muchwa.		Jaygad ...	Bankot ...	1,000 earthen pots, of nominal value.

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	Near Woottun, to the north of Bombay.	Bombay Coast	Stranding. Cyclone ...	One lost ...	Totally lost.
Ditto ...	On Chaul Kadu Reef ...	Ditto ...	Ditto. Ditto ...	None lost ...	Partially lost, to the amount of Rs. 1,007.
Darkness ...	Off Modykhana, Bombay Harbour	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value about Rs. 267.
Daylight ...	Off Boree Bunder, Bombay Harbour	Ditto ...	Ditto. Ditto ...	Ditto ...	30 bags tobacco lost.
Ditto ...	Off Chowpati, near Bombay ...	Ditto ...	Ditto. Ditto ...	Ditto ...	None lost.
Ditto ...	Off Prince's Dock, Bombay Harbour	Ditto ...	Ditto. Ditto ...	Ditto ...	.....
Darkness ...	In Bombay Harbour ..	Ditto ...	Ditto. Ditto ...	Ditto ...	.....
Ditto ...	Off Boree Bunder, Bombay Harbour	Ditto ...	Ditto. Ditto ...	Ditto ...	.....
Daylight ...	Near the mouth of Therounda, or Paulo Creek, to the north of Chaul.	Ditto ...	Ditto. Ditto ...	Ditto ...	.....
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	None lost.
Ditto ...	Ditto ...	Ditto ...	Foundering. Ditto ...	Ditto ...	Partially lost; value Rs. 900.
Ditto ...	At Anjanvel ...	Ditto ...	Stranding. Ditto ...	Ditto ...	Totally lost.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
229	*Futtey Oslam* ...	167⅓	British Indian Bagla.	Native craft lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India from the 21st to the end of May.	Cumta ...	Bombay ...	Cotton; value not given.
230	*Kalian Prasad* ...	94	Native Kotia ...		Vingorla ...	Ditto ...	Cotton; value not stated.
231	*Eshwantee* ...	12	British Indian Muchwa.		Carija (Bombay Harbour).	Ratnagiri ...	Salt; value Rs. 209 ...
232	*Crafully* ...	70⅓	British Indian Pattimar.		Calicut ...	Bombay ...	Chillies, bajra, cocoanuts, &c.; value not stated.
233	*Daria Dowlut* ...	Unknown	Native Kotia ...		Cochin ...	Ditto ...	Coir yarn, planks, and cocoanut kernels; value not reported.
234	*Palki* ...	37	British Indian Pattimar.		Cumta ...	Ditto ...	Cotton, molasses, and betelnuts; value not known.
235	*Eswanti* ...	80⅓	British Indian Mahagiri.		Vingorla ...	Ditto ...	Cotton; value not stated.
236	*Ramprasad* ...	32	Portuguese Native Pattimar.		Bombay ...	Goa ...	Kerosine oil and piece-goods, valued at Rs. 2,500.
237	*Maha Luxoomee* ...	125	British Indian Pattimar.		Cumta ...	Bombay ...	500 bales of cotton; value not reported.
238	*Bhowani* ...	8⅓	British Indian Mahagiri.		Bombay ...	Ratnagiri ...	In ballast ...
239	*Dhana Doulat* ...	4⅓	British Indian Muchwa.		Ditto ...	Ditto ...	None ...
240	*Eswanti* ...	9⅓	British Indian Mahagiri.		Jaitapur ...	Bombay ...	Hemp, jaggery, and turmeric; value not reported.

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	At Kudyachey village, near Anjanvel	Bombay Coast	Stranding. Cyclone ...	None lost ...	Partially lost; value Rs. 17,765.
Ditto ...	On the bar at Bankot ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value Rs. 16,925.
Darkness ...	At Nagaon Bunder, near Kundari Island ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.
Daylight ...	Near Arnol Island, Angasi Bay ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value Rs. 5,000.
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.
Ditto ...	Malwan Harbour ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value not known.
Ditto ...	Near Arnol Island, Angasi Bay ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value Rs. 17,500.
Ditto ...	On a rock in Murwa river, to the north of Bombay ...	Ditto ...	Ditto. Ditto ...	Nine lost ...	Totally lost.
Ditto ...	North-north-west of the Prongs Lighthouse, Bombay Harbour ...	Ditto ...	Ditto. Ditto ...	One lost ...	Ditto.
Ditto ...	About two miles from Bassein Bunder, to the north of Bombay.	Ditto ...	Ditto. Ditto ...	None lost ...	.....
Ditto ...	On the outlying rocks at Ogga, in North Konkan.	Ditto ...	Ditto. Ditto ...	Ditto ...	.....
Ditto ...	At Nawoorpur Creek ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost, to the value of Rs. 1,250.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
241	*Fathal Rahimani* ...	109¾	British Indian Pattimar.	Native craft lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India from 21st to the end of May 1879.	Cannanore ...	Bombay ...	Cocoanuts, pepper, copra, &c., valued at Rs. 10,000.
242	*Yeshwanti* ...	20⅓	British Indian Muchwa.		Cochin ...	Rajapur ...	Cocoanuts; value Rs. 450
243	*Rupárel* ...	Not known	Native Battalla ...		Calicut ...	Bombay ...	Cocoanuts; value not given.
244	*Kumari Luxami* ...	28⅓	British Indian Pattimar.		At anchor ...		Not stated ...
245	*Daria Dowlat* ...	24	British Indian Padow.		Beypore ...	Rajapur ...	Cocoanuts, copra oil, and chillies; value not given.
246	*Mahabubi* ...	55‡	British Indian Pattimar.		Bombay ...	Oodapee ...	Piece-goods, copper sheets, and umbrellas, valued at Rs. 6,000.
247	*Eshwanti* ...	8	British Indian Muchwa.		Ditto ...	Ratnagiri ...	Sugar, copra, &c.; value not stated.
248	*Mauzuri* ...	218 $\frac{6}{100}$	Arabian Bagla ...		Ditto ...	Bunder Abbas (Persian Gulf)	Rice, twist and piece-goods, and gas-oil; value not stated.
249	*Fyzur Robani* ...	189	British Indian Brig	20th May ...	Cochin ...	Akyab ...	Cocoanut oil, coir yarn, and cocoanuts; value unknown.
250	*Jean Jacques* ...	352	French Barque ...	22nd ditto ...	Bombay ...	Tellicherry and Bordeaux	Pepper, coffee, and cocoanut oil; value unknown.
251	*Fathay Allum* ...	562	British Indian Barque.	23rd ditto ...	Rangoon ...	Cochin ...	223 bags of rice, valued at Rs. 2,500.
252	*Fizalin Sha* ...	220	British Indian Brig	23rd ditto ...	Pambán ...	Chittagong	Sand ballast and tanks with water.

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Darkness ...	¾ of a mile from the Cannanore Custom-house.	Malabar Coast	Stranding. Cyclone ...	None lost ...	Partially lost; value Rs. 7,500.
Daylight ...	At Doobanasshi, near Gungaweli, to the north of Cumta.	Bombay Coast	Ditto. Ditto ...	Ditto ...	Totally lost.
Darkness ...	Outside Tudri Creek ..	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value Rs. 650.
Ditto ...	Off Cumta Harbour ...	Ditto ..	Ditto. Ditto ...	Ditto ...	Partially lost value Rs. 1,500.
Daylight ...	Outside Tudri Creek ...	Ditto ...	Foundering. Ditto ...	Ditto ...	Partially lost; value Rs. 400.
Ditto ...	Off Oodeeawara, two miles south of Molky.	Ditto ...	Stranding. Ditto ...	Ditto ...	Partially lost; value Rs. 1,000.
Ditto ...	Off Herni, about ten miles south of Bankot.	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value Rs. 2,500.
Ditto ...	At Tanka, Moche-mád ...	Ditto ...	Foundering. Ditto ...	Ditto ...	Partially lost; to what extent not known.
...	Latitude 16° N., and longitude 81° 30′ E.	Bay of Bengal	Abandoned. Stress of weather ...	Ditto ...	Totally lost.
Darkness ...	On Chomballah rocks, eight miles to the south of Tellicherry.	Malabar Coast	Stranding. Cyclone ...	Ditto ...	Partially lost. Cocoanut oil, valued at Rs. 8,874, was saved.
Daylight ...	About 500 yards W. by S. from the Cochin lighthouse.	Ditto ...	Stranding. Carelessness of master	Ditto ...	Totally lost.
...	Latitude 12° 30′ N., and longitude 84° 37′ E.	Bay of Bengal	Foundering. Cyclone ...	Ditto ...	.....

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
253	*Moselle* ...	5$\frac{24}{100}$	British Steam Launch.	24th May ...	Steaming out of	Sassoon's Dock with	66 coolies on board ...
254	*Government Barge* ...	Not reported.	British ...	24th ditto ...	Moored	off Apollo Bunder	...
255	*Ava* ...	1,709	British Screw Steamer.	24th ditto ...	Calcutta ...	London ...	General cargo; value not known.
256	*Gironde* ...	293	French Schooner ...	26th ditto ...	Chandbáli ...	Calicut ...	Half cargo of rice, valued at Rs. 16,000.
257	*Ramprasad* ...	44	British Indian Battalla.	1st June ...	Goa ...	Broach ...	78,000 cocoanuts; value Rs. 2,730.
258	*Ruparel* ...	51	Ditto ...	1st ditto ...	Ditto ...	Ditto ...	94,000 cocoanuts, valued at Rs. 2,039.
259	*Jamnaprasad* ...	Not reported.	Ditto ...	1st ditto ...	Calicut ...	Bhownugger ...	Teak logs, planks, &c.; value not reported.
260	*Rooparel* ...	28	Ditto. ...	2nd ditto ...	Bombay ...	Surat ...	30 tons coal; value Rs. 705.
261	*Rooparel* ...	36	Native Battalla ...	3rd ditto ...	Mowah (Kattywar)	Bombay ...	Cotton, silver bars and coin; value unknown.
262	*Fateh-ul-Mannan* ...	231	British Indian Brig	4th ditto ...	Pambán ...	Chittagong ...	In ballast ...
263	*Mahalatchmy* ...	93	British Indian Dhoney.	10th ditto ...	Quilon ...	Madras ...	271 senjal planks; value not reported.
264	*Marie* ...	262	British Indian Brig.	28th ditto ...	Bassein ...	Negapatam ...	3,198 bags of paddy, valued at Rs. 9,594.

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
...	Bombay Harbour ...	Bombay Coast	Foundering. Cyclone ...	Five lost ...	.....
...	Ditto ...	Ditto ...	Ditto. Ditto ...	None lost ...	.....
Darkness ...	70 miles south-west of the Eastern Channel light-vessel.	Bay of Bengal	Ditto. Collision ...	Seventy lost ...	Totally lost.
Ditto ...	Off Parony, about 35 miles south of Calicut.	Malabar Coast	Stranding. Stress of weather ...	None lost ...	Ditto.
Daylight ...	About half a mile north of Bhagwadandi.	Gulf of Cambay	Ditto. Ditto ...	Ditto ...	Ditto.
Ditto ...	On a shoal off Bhagwadandi ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
Darkness ...	On the bar off Danu ...	Ditto ...	Stranding. Carelessness of master	Ditto ...	Not reported.
Daylight ...	About quarter of a mile north of Bhagwadandi.	Ditto ...	Stranding. Stress of weather ...	Ditto ...	Totally lost.
Ditto ...	Off Vurrole, about three miles north of Tarapur.	Bombay Coast	Ditto. Ditto ...	Ditto ...	Partially lost value unknown
...	Latitude 20° 45′ N., and longitude 92° 11′ E.	Chittagong Coast.	Foundering. Sprung a leak ...	One lost ...	.....
Darkness ...	20 yards to the north of Cuddalore Bar.	Coromandel Coast.	Stranding. Carelessness of master	None lost ...	None lost.
Daylight ...	Off Coterow, a fisherman's village 4 miles to the north of Calingapatam.	Madras Coast	Stranding. Unseaworthy	Ditto ...	425 bags of paddy were saved.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
265	*Meera Saib* ...	104	British Indian Dhoney.	1st July ...	False Point ...	Vizagapatam ...	Paddy; value not known
266	*Lady Belhaven* ...	1,499	British Ship ...	3rd ditto ...	London ...	Calcutta ...	Railway sleepers; value unknown.
267	*Overyssel* ...	1,664	Dutch Screw Steamer.	15th ditto ...	Batavia ...	Rotterdam *viâ* Jeddah.	General; value not reported.
268	*Faerie* ...	10	British Boat ...	6th August ...	Employed conveying pilots to the outer station schooner ...		
269	*Sea Gull* ...	1,013	British Screw Steamer.	21st ditto ...	Calcutta ...	London *viâ* Suez Canal.	Rice, wheat, jute. gunnies, rapeseed, cotton, and tea; value not reported.
270	*Putton* ...	14 $\frac{66}{100}$	British Indian Dhingy.	5th September	Keti ...	Kurrachee ...	Barley and rice, valued at Rs. 850.
271	*Hkyan Tha Gyee* ...	21	British Burmese Kattoo.	8th ditto ...	Mergui ...	Tavoy ...	Danee shoots, fibre, dammer, and torches, valued at Rs. 162.
272	*Lawrence Nairne* ...	293	British Barque ...	14th ditto ...	Nicobars ...	Rangoon ...	50,000 cocoanuts, valued at Rs. 3,000.
273	*Neela Chellumswamy*	211	British Indian Brig.	17th ditto ...	Vizagapatam ...	Maulmain ...	Sand ballast and a few tons onions; value not reported.
274	*Streé Ellahdavi Prosaud.*	54	Ditto ...	23rd ditto ...	Bimlipatam ...	Calcutta ...	Lime, old gunnies, rattans, and tobacco; value not stated.
275	*Philosopher* ...	1,281	British Ship ...	26th ditto ...	Calcutta ...	Boston ...	1,800 tons general; value not known.
276	*Clan-Alpine* ...	364	British Barque ...	16th October ...	Mauritius ...	Bombay ...	Sugar; value not reported.

DURING THE YEAR 1879—*continued.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	About five miles eastward of Pooree	Orissa Coast...	Foundering. Sprung a leak ...	None lost ...	Totally lost.
Darkness ...	On the Argo flat, in 3 fathoms of water, near the Tetoolea river, mouth of the Ganges.	Sunderbuns ...	Stranding. Incompetency of master.	Ditto	Partially lost.
Daylight ...	Ten miles to the south of Shenareef (Rás Jerdaffoon), near Cape Guardafui.	North-East Coast of Africa.	Stranding. Hazy weather ...	Five lost ...	Totally lost.
Ditto ...	Bombay Harbour ...	Bombay Coast	Capsized. Stress of weather ...	Two lost ...	....
Darkness ...	On the reef, about three miles north of Gafor.	Maldive Islands	Stranding. Carelessness of master	None lost ...	Partially lost; value not stated.
Daylight ...	Off the Gisri mouth of the Indus ...	Sind Coast ...	Foundering. Stress of weather ...	One lost ...	Totally lost.
Darkness ...	Near Long Island, in Mergui Archipelago.	Burma Coast	Stranding. Ditto ...	None lost ...	Ditto.
Daylight ...	Near Cabosa Island, in latitude 12° 47′ N., and longitude 97° 55′ E.	Ditto ...	Capsized. Ditto ...	Ditto ...	Ditto.
Darkness ...	On the rocks west side of Little Cocos Island.	Andaman Islands.	Stranding. Carelessness of master	Twelve lost ...	Ditto.
Daylight ...	Outside Reddie Head, False Point Harbour.	Orissa Coast ...	Stranding. Stress of weather ...	None lost ...	A small portion was saved, valued at Rs. 200.
Darkness ...	On a sand bank one mile from the beach, outside Davy river.	Ditto ...	Stranding. Currents	Twelve lost ...	Totally lost (a very little was saved).
Daylight ...	On Gafor Island	Maldive Islands	Stranding. To prevent foundering	None lost ...	Totally lost.

Number.	Name of Vessel	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.	Cargo and its total value.
277	*Hindostan* ...	3,186	British Screw Steamer.	21st October ...	Southampton ...	Calcutta ...	General; value not stated.
278	*Atlantic King* ...	990	British Indian Barque.	27th ditto ...	Rangoon ..	Negapatam ...	Rice; value unknown.
279	*Faizur Rubbanee* ...	232	British Indian Brig.	7th November	Naraingunge ...	Chittagong ...	850 bales of jute; value Rs. 21,250.
280	*Sultan Shacoel Hameed*	229$\frac{1}{3}$	British Burman Brig.	9th ditto ...	Laid up at	Negapatam ...	In ballast ...
281	*Bik Foiz Bara Bali* ...	Not stated.	British Indian Sloop.	9th ditto ...	Naraingunge ...	Chittagong ...	Jute, tobacco, and onions; value not reported.
282	*Penguin*	1,122	British Screw Steamer.	20th ditto ...	London ...	Calcutta ...	General; value unknown
283	*Hurreepursad* ...	79$\frac{80}{100}$	Native Battalla ...	25th ditto ...	Calicut ...	Kurrachee ...	66 tons coal; value Rs. 1,320.
284	*Futtey Sallum* ...	113$\frac{1}{2}$	Persian Bagla ...	26th ditto ...	Bunder Abbas ...	Veráwal and Mangalore.	50 tons dates and fish; value Rs. 3,000.
285	*Stree Venkatabalarama Kristnaswamy.*	230$\frac{95}{100}$	British Indian Brig.	9th December	Maulmain ...	Madras ...	220 tons teak timber, valued at Rs. 7,000.
286	*Vijiparsád* ...	42$\frac{3}{4}$	British Indian Craft.	13th ditto ...	Calicut ...	Dhollera ...	Timber, planks, and bamboo blinds; value Rs. 1,200.
287	*Manguish Prassad* ...	22	Portuguese Native Muchwa.	16th ditto ...	Honore ...	Cannanore ...	Paddy; value unknown
288	*Battelo Boat* ...	15	Native Craft ...	20th ditto ...	Bhownugger ...	Bombay ...	None ... ...
289	*Oung Chan Tha* ...	50	British Burman Kattoo.	28th ditto ...	Tavoy ...	Nicobars ...	Sundries ... ...

DURING THE YEAR 1879.—*concluded.*

Whether wreck occurred in daylight or in darkness.	Position of wreck, and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Darkness ...	Tripaloor Rock, about 5 miles north of Sadras.	Coromandel Coast.	Stranding. Carelessness of master.	None lost ...	A small portion of the cargo was saved; value not known.
Ditto ...	Latitude 19° 54′ N., and longitude 88° 32′ E.	Bay of Bengal	Foundering. Unseaworthy ...	Ditto ...	Totally lost.
Ditto ...	On the west side of Jullea chur, to the north of the Island of Hattyah.	Sunderbuns ...	Stranding. Currents	Ditto ...	Ditto.
Daylight ...	Off Vellumpullam, a fishing village about 15 miles south of Negapatam.	Coromandel Coast.	Foundering. Old and rotten ...	Ditto ...	.....
Darkness ...	On a sandbank between the Lalan and Jullea chura in the Megna River.	Sunderbuns ...	Stranding. Carelessness of master.	Ditto ...	Totally lost.
Ditto ...	N. E. end of Jebel Zukur ...	Red Sea ...	Stranding. Mistaken identity of land.	Ditto ...	Partially lost; value about £7,000.
Not stated ...	At Thod-ka-bhar, about 8 miles from the old Hajamra beacon.	Sind Coast ...	Stranding. Stress of weather ...	Ditto ...	Totally lost.
Daylight ...	On the Mangalore Bar ...	Bombay Coast	Stranding. Carelessness of master.	Ditto ...	Ditto.
Not stated ...	On a mud flat W. N. W. of Reddie head, False Point Harbour.	Orissa Coast ...	Stranding. To prevent foundering.	Ditto ...	Partially lost; value about Rs. 5,000.
Darkness ...	Near Khunbunder	Gulf of Cambay	Foundering. Ignorance of master.	Three lost ...	Partially lost; value Rs. 400.
Ditto ...	Timby Rock	Bombay Coast	Stranding. Carelessness of master.	Six lost ...	Totally lost.
Ditto ...	Malaiki shoal, about 5 miles west of Vaux's tomb.	Gulf of Cambay	Ditto Ditto ...	None lost ...	.....
Ditto ...	On rocks off Nicobars; exact position not known.	Nicobar Islands	Stranding. Stress of weather ...	Ditto ...	Partially saved; to what extent not known.

NOTES ACCOMPANYING THE WRECK STATEMENT FOR 1879.

1. The British Indian fishing padow RUPALI [of Mahim, 4¼ tons register, official number 936, age 30 years, class not stated] sailed from Mahim seaward, and foundered owing to the severity of a storm which occurred at 1 A.M. on the 5th January, when 16 miles off shore on the Bombay Coast. Total wreck; value unknown. Cargo lost, value Rs. 100; crew of 8 men; two drowned, the remaining six were picked up by another vessel.

2. The British Indian mahagiri PALKI [of Bassein, 20¾ tons register, official number 1928, age 26 years, class not stated] on her passage from Kallian to Bombay with a cargo of grass, was driven by the current on a rock to the north of the Tannah railway bridge, on the Bombay Coast, at 12 P.M. of the 20th January, and was totally wrecked. The vessel and cargo were lost; value of the latter Rs. 65; crew, 8 in number, all saved.

3. The British Indian mahagiri SIRDARI [of Woorun, 12½ tons register, official number 1659, 22 years old], from Daurshait (Angasi Bay) with a cargo of hay, bound to Bombay. At 9 P.M. on the 7th February the craft upset off Dauntora, at the entrance of Vaturna River, Bombay Coast, in consequence of the hay having been badly stowed. Total loss. Value of vessel Rs. 200; cargo about Rs. 20. Crew of 7 hands, all saved.

4. The British Indian mahagiri CHANDRABAN [of Raée, near Ghorabunder, 24 tons register, official number 1382, age unknown, class not stated], from Versovah, with a cargo of 22½ tons chunam, bound for Bombay. At 6 P.M. on the 9th February the craft struck on a broken fishing stake 600 feet N. E. of the Oyster Rock Battery, Bombay Harbour, and foundered; on attempting to raise her she broke in two. She was afterwards blown up to prevent a bank forming. Total loss. Value of vessel Rs. 450; cargo Rs. 141. Crew of 7 men, saved by a fishing boat.

5. The British Indian battalla RUPAREL [of Surat, 45¼ tons register, official number 932, age and class not known], from Bombay with a cargo of iron bars and kerosine oil, bound for Broach, was overtaken by a storm on the 15th February; the sails were blown away, and the vessel having filled with water, broke up and foundered about 25 miles from Kautiafal, Gulf of Cambay. Total loss. Value of vessel Rs. 2,000; value of cargo unknown. Crew of 10 hands; one man was drowned, but the remainder were carried ashore by the crew of another vessel.

6. The British Indian padow ROOPAREL [of Surat, 21 tons register, official number 118, age 49 years, class not reported], from Bombay to Bhowunggur (Gulf of Cambay) with a cargo of of 25 tons jowari. The vessel was anchored about 12 miles off shore, and at 12 A.M. on the 16th February having sprung a leak she attempted to run ashore a mile and a half from the Satpati Custom House, Bombay Coast; but being old and rotten she broke up. Total loss. Value of vessel Rs. 500; cargo Rs. 2,000. Crew of 8 men, all saved by being picked up by a boat sent from another vessel.

7. The British iron ship SANDHURST [of London, 1530 tons register, official number unknown, age 16 months, classed at Glasgow for 20 years], from Calcutta with a cargo of 2,300 tons jute and 100 tons ballast bound to Dundee. All proceeded well until the afternoon of the 15th February, when the ship was in about latitude 0°23′ S., and longitude 84° E., (Indian Ocean); smoke was seen to issue from the lazarette; she was immediately brought head to wind so as to localise as much as possible the situation of the fire; holes were cut in the main deck so as to reach the fire, but owing to the highly inflammable nature of the burning material, and the way in which it was disposed, the flames spread with terrific rapidity, and in a few minutes rendered all access to the poop and cabins impossible. The crew for two hours worked vigorously at the buckets; unfortunately a Downston's steam pump with a 5-inch delivery, and which threw about 10,000 gallons of water per hour, was rendered useless in consequence of turning on too much steam and breaking the beam of the pump. The crew for

upwards of two hours worked vigorously at the buckets, but notwithstanding the quantity of water poured into the hold they were unable to make head against the flames, which soon burst over the ship's side. It was hoped that some passing ship might be attracted by the fire, but this was not the case; and finding it impossible to save her, a pinnace and two life-boats were lowered, and after provisioning them the crew and passengers finally abandoned the burning vessel on the 17th of February when in latitude 0° 40′ S., and longitude 84° E., (Indian Ocean). When the boats last caught sight of the vessel her masts went overboard, and she was burning right up the bows, but the fire was exhausted aft; several holes appeared to have been burnt in her side near the water, and she having a strong list probably soon foundered. The boats then steered for Acheen Head, and after being at sea for 19 days came within a few miles of Acheen, and when amongst the islands all on board the boats were picked up on the 6th March by the Dutch gunboat *Bromo* and afterwards sent on board the S. S. *Kalahome* to Penang. At both places the passengers and crew, who had suffered severely from exposure, received the utmost attention and kindness. The vessel and cargo were totally lost, value unknown. Crew of 28 hands; 6 passengers. No lives lost. [A Court of Enquiry was held at Penang on the 13th May in regard to the loss of the above vessel in accordance with Ordinance XXVI of 1870, and the Court from the evidence adduced was of opinion that the fire was caused by the careless and negligent act of Henry Gardner, steward; and considered no blame attached to Richard Pearse, master, and would have returned him his certificate had it been produced. On the contrary, the Court was of opinion that all necessary and precautionary measures were taken by the master to save the vessel, crew, and passengers; and that great praise was due to him for that discipline which, with considerable seaman-like ability, enabled him to navigate, without a chart, three open boats a distance of 900 miles without a single casualty. The Court also found that no blame could be attached to the chief mate or the 2nd mate, and would have returned them their certificates also if they had been forthcoming; but considered that they, as also the whole crew, behaved well and worked hard to save the ship and carry out the orders of the master. The Court, however, believed that the fire could have been extinguished, and the vessel saved, but for the unfortunate accident to the Downston's steam engine; and deemed it its duty to add that "cargo such as jute, or of any like inflammable nature, should not be stowed in the lazarette or store-room of any ship."]

8. The British Burmese wooden kattoo KIN SHOAY WHAT [of Akyab, 78 tons register, no official number, class not reported, 15 years old], from Tacompah (Malay Peninsula) with a cargo of dunnee leaves, salt, planks, and cash Rs. 800, bound to Rangoon. The vessel after calling at Tavoy sailed for Rangoon, and when about 80 miles S. E. of China Ba-keer Light-house, Gulf of Martaban, on the night of the 1st March; the wind being S. W., the kattoo was heading N. W. The *Parthenope*, which was heading S. S. E., did not observe the kattoo until close to her, and then mistaking her light for a red one, ported her helm to endeavour to avoid immediate danger, but unfortunately collided with and sunk the kattoo, which had hauled to the wind instead of keeping away. The value of the craft was Rs. 2,000; cargo Rs. 1,900. The damage to the *Parthenope* is not known. Crew of 16 hands and 3 passengers, who were all saved by ropes thrown from the *Parthenope* and by that vessel's boat.

9. The British barque MARIAN MOORE [of Dundee, 948 tons register, official number 4588, age 30 years, wooden, class not known], from Calcutta to Maskat with a cargo of rice and cloth valued at about Rs. 2,00,000, stranded at 1-30 A.M. of the 9th March during a heavy gale, about 1½ miles south of Rás-ash-Shajar, Gulf of Oman, N. E. coast of Arabia. The fore and main yards were immediately hauled aback and topgallant sails and courses loosed and set to try to back her off, but without success. Portion of the cargo was jettisoned from the main hatch, but she still remained fast and striking heavily, and the ebb tide left her dry about 4 feet at low water. In about three hours after striking she had as much water in the hold as alongside, the pumps having been kept going till it was hopeless to think of keeping the water under, as it increased at about six feet an hour. Seeing no hope of getting either the ship off or of keeping the water under, and the wind and sea increasing considerably, the crew got the boats out, and at daylight the master and crew went

ashore. The hull of the vessel was sold for $1,500. The cargo was all damaged, but a large portion of it was saved and sold. Crew 36 hands. No loss of life. [Under the orders of His Excellency the Naval Commander-in-Chief a Naval Court assembled at Maskat on the 4th April under the provisions of the Merchant Shipping Act, 1854, and after having attentively heard and considered the whole evidence adduced before it, was of opinion that the barque *Marian Moore* was lost through carelessness of navigation, and the Court based their opinion on the following grounds. Firstly, that the master not having been able to obtain sights at noon, displayed want of care in hauling in towards the land at 9 P.M., without ascertaining his position on the chart; seeing that if he had worked out the dead reckoning correctly up to that hour he would have found that it placed the ship only 16 miles from the land instead of 30, which he stated in his examination he thought the vessel was at that time. Secondly,—that an error of judgment was committed by the master in standing in for the land between two and three hours after land was reported to him at 10-30 P.M., he not being certain of his position, and the haziness of the atmosphere making the land difficult to distinguish. Thirdly,—that carelessness was shown by the master in not ascertaining the speed of the ship by log,—the log not having been hove at all, the rate of the ship being simply put down by guess. The speed of the vessel as shown in the ship's log-book was apparently much less than what a vessel would probably have gone with the force of wind and a mount of sail set during the time she was running in towards the land. A better look out might have been kept. Fourthly,—the Court considered it neglect of duty on the part of the master allowing his ship's log to be kept by the mate in a most slovenly manner. The Court, therefore, adjudged the certificate of William Spence, master, to be suspended for a period of six months. In consideration, however, of the excellent character the master bore, the Court recommended to the Lords of the Committee of Privy Council for Trade that the master, William Spence, be allowed to hold a mate's certificate during the time his own was under suspension.] (The vessel was subsequently surveyed on the 30th March by Senior Lieutenant F. W. Fisher of H. M. S. *Teaser*, and the following is extracted from his report: "The frames visible between decks and the outside planking are much decayed. Six of the upper deck beams amidships are broken. The tide rises and falls in her hold, and at high-water is nearly up to her upper deck beams, and we could therefore only judge of her top-sides. Judging from the sheer of her gunwale, her back appears to be broken. The native divers state that her main keel is broken in two, but they have been unable to discover any holes in her bottom on account of the dirty state of the water in her hold. We consider her to be a total wreck.")

10. The British Indian muchwa SALAUMTEE [of Ratnagiri, 8¼ tons register, official number 9459, age 50 years, lateen-rigged], from Poranghur bound to Bombay with a cargo of firewood. At 10 A.M. of the 11th March, sprung a leak and foundered 20 miles off Pawas Bunder, Bombay Coast. Vessel and cargo totally lost; value Rs. 131. Crew of 4 men. No loss of life.

11. The British Indian wooden mahagiri RAMBAN [of Panwell, 21¾ tons register, official number 2252, 30 years old], from Panwell with a cargo of 12,000 bricks for Bombay. On the 16th March, whilst proceeding to sea, being heavily laden and the sea very rough, the craft suddenly filled and sank near Newa Shewa Bunder. Value of vessel Rs. 500; cargo Rs. 86. Crew, 7 men, saved by a muchwa.

12. The Portuguese Native battala ROOPAREL [of 117¾ tons register, about 25 years old, port of registry, official number, &c., not known], from Calicut with a cargo of 73 logs of timber and 150 bamboo blinds, bound for Cutch. The vessel was overladen, and on clearing outwards at 9 A.M. on the 22nd March encountered contrary winds, and was driven on a sunken rock within the harbour to the east of the fort at Calicut on the Malabar Coast. Total loss; value unknown. Cargo saved. Crew of 13 men. No loss of life.

13. The British iron screw steamer AMBOTO [of London, 973 tons register, official number 73681, three-masted schooner, 7 years old, classed A.1. 90], from Rangoon to Malta with a cargo of rice. The steamer had called at Point de Galle, and when proceeding to sea on the 24th March, and just after the pilot had left her, the master took the vessel inside of the Cadda buoy instead of outside, and ran on to one of the Cadda rocks, which she struck heavily on bilge

in engine room compartment, the water putting out the fires in five minutes after striking. At 4-20 P.M., the pilot, on hearing this, reboarded the vessel, and with the steam in the boilers just managed to run her on to the beach at Watering Point. The vessel eventually became a total wreck. The hull was subsequently sold at public auction for Rs. 8,894; only one-fifth of the cargo was saved and sold, realising Rs. 24,759; the stores were also saved and sold for Rs. 6,341. Crew of 30 hands. No loss of life.

14. The French barque ADRIENNE [of Bordeaux, 479 tons register, wooden, official number and class not reported, age 32 years], from Basrah with a cargo of grain, dates, and salt, bound to Mauritius. The vessel experienced very heavy weather previous to the 3rd April, on which date she grounded violently on a bank of the village of Túják, about 40 miles N. W. of Jáshak on the Beluchistan Coast. Endeavours were made to get her off by throwing over part of the cargo, but they were unsuccessful, and the master and crew abandoned the vessel and made for Jáshak, where they arrived on the 6th April. The master with some of the crew went on board again on the 9th, and found that the Beluchis had pirated whatever was easily removed, and after taking away the remaining sails, ropes, &c., returned to Jáshak on the evening of the 10th. Commander H. H. Edwards, R. N., of Her Majesty's Ship *Ready*, visited the vessel in the early part of August, and reported that the *Adrienne* was then beginning to break up and could not possibly be saved. There were still on board some valuable stores and part of her cargo which might have been recovered with proper appliances. This officer adds in his report: "I am of opinion that all her stores and part of her cargo might have been saved if she had not been immediately abandoned by her crew." Total loss; value unknown. No loss of life.

15. The British India Kattoo SHWAY DOON [of Akyab, 77 tons register, official number and class not stated, 6 years old], from Rangoon to Tavoy with a cargo of dried fruits and earth-oil, encountered bad weather on the 7th April in the Bay of Bengal, and lost her sails, rudder, masts, and boats. On the 11th the vessel was leaking so badly that she was abandoned in latitude 14° 10′ N., and longitude 94° 20′ E., and she shortly afterwards sank. Her value was stated to be Rs. 4,000; the cargo Rs. 325. The crew and 5 passengers were saved by the German barque *Melusine*, and taken on to Bassein.

16. The British Burman barque THRACIAN [of Maulmain, 538 tons register, wooden, no official number or class, 24 years old], from Maulmain with cargo of 535 tons of timber, bound to Colombo. The vessel proceeded to sea on the 11th April, towed out by the pilot schooner *Salween*, and on the following day was left by the pilot off Green Island. Next day (13th) at 4 P.M. she encountered very strong winds from the N. E. increasing to a hurricane at midnight; the mizenmast went by the board, and shortly after the main and foretop masts, sails, &c., were carried away. On the 14th, having sprung a leak and being completely water-logged, she became unmanageable. At this time, in latitude 13° 30′ N., and longitude 95° 20′ E. (East of Northern Andamans), the barque *Lady Melville* sighted the vessel, and the master, after having boarded the *Thracian* and found her in a very leaky condition, determined to abandon her, and took off the crew—35 men—and brought them in safety to Maulmain. Value of vessel not known; cargo Rs. 36,750. The master of the S. S. *Japan* (of the China line of steamers, on her passage to Penang) reported that he had boarded the barque *Thracian* on the night of the 23rd April in latitude 14° 32′ N., and longitude 93° 34′ E., and set her on fire for the safety of other vessels.

17. The British pilot schooner ALEXANDRA, [of Maulmain,] whilst lying at anchor off Double Island on the 14th April, having a European pilot and a crew of five men on board, parted her cable during a cyclone and was driven out to sea. The intelligence having reached Maulmain, the native pilot schooner *Tavoy* was directed to make a search for the missing vessel, but returned unsuccessful. The Indian Government Steamer *Enterprize* then went down the coast, examining the places most likely to afford shelter to a disabled vessel, as far as Middle Moscos on the Tenasserim Coast, but not a trace of her could be discovered. Here the British India Company's steamer *Madras* was met, and as she had also seen nothing, it was considered useless to go further south. The tindal of the native brig *Stree Vanoogopalaswamy* reported that he saw

the pilot schooner *Alexandra* pass his vessel in the afternoon of the 14th April about 40 miles off Kalegouk Island, steering E. S. E. There was a heavy sea on, with terrific gusts of wind, and she was heeling over tremendously; and on the gale abating he looked for the schooner, but in vain. As nothing has since been heard of her, it must be presumed that she has foundered with all hands on board.

18. The British Indian brig STREE VANOOGOPALASWAMY [of Coringa, 267⅓ tons register, official number and class not reported, age 22 years], from Maulmain with a cargo of teak timber to Madras. On the 14th April, whilst proceeding to sea, she experienced bad weather off Double Island about 5 P.M.; a pilot schooner was seen crossing her bows very swiftly from the west, and the brig being disabled and requiring assistance, the schooner was looked for, but five minutes afterwards she had disappeared. At midnight, when in latitude 14° 23′ N., and longitude 96° 46′ E., a strong wind blowing from the N. E., the foremast went by the board, and she was consequently rendered perfectly helpless. She afterwards sprung a leak and became water-logged. The life-boats were then lowered, and the crew—about 30 men—abandoned the vessel and safely landed at Yea on the 18th. The British Ship *Statelie*, on her arrival at Maulmain, reported that she had sighted the vessel water-logged on the 24th April in latitude 15° 6′ N., and longitude 95° 47′ E. She bore down on her and found her lower foremast and bowsprit standing with rigging severely cut about, and her side ports open, and the sea washing in and out in volumes. She passed hawsers and took her in tow for a space of 26 hours, but finding a strong set of current to the S. E., and having light variable winds, was forced to cast her off when in latitude 14° 51′ N., and longitude 96° 56′ E. The master of the S. S. *Holyrood* stated that he also boarded this vessel on the 1st of May when in latitude 14° 23′ N., and longitude 96° 46′ E., and gave a corresponding description with that of the *Statelie*. The *Holyrood* finding nothing on deck of any value, it was considered unnecessary to take her in tow, as he believed that as she was a very old craft, she would soon break up. On the morning of the 25th May the British India Steam Navigation Company's Steamer *Purulia* picked up the abandoned vessel in latitude 14° 10′ N., and longitude 97° 25′ E., and towed her into Mergui, at which place she is lying water-logged and in charge of the third officer from the above steamer.

19. The British Indian brig FAIZ RAHMAN [of Chittagong, 204 tons register, official number unknown, wooden, age 17 years], from Rangoon to Chittagong with a cargo of earth-oil, teak timber, and sampans. On the afternoon of the 14th of April she encountered a heavy gale from the N. W. and sprung a leak. In consequence of the choking of the pumps, the leak increased, and at 10 A.M. of the 15th she foundered when in latitude 14° 43′ N., and longitude 96° 16′ E., Bay of Bengal. Total loss: vessel, Rs. 12,000; cargo, Rs. 12,000. Crew of 17 men and 22 passengers; 11 were missing, and are supposed to have been drowned; the remaining 28 souls, who had taken to the ship's boat, were picked up by the ship *Glencora* and landed at Port Blair. [This vessel was badly found in every way. The foundering might have been prevented if good pumps had been on board.]

20. The British Indian barque THANALUCHIMY [of 170 tons register, port of registry, official number and class not known, age about 30 years], from Arakan with a cargo of 170 tons paddy to Negapatam, stranded (owing to bad weather) on the 15th April at Thameputnum, 8 miles south of Sadras, on the Coromandel Coast. She was very old; the crew did their utmost to save the barque and cargo, but without success, as she almost immediately went to pieces. Total loss: value of vessel Rs. 30,000; cargo Rs. 10,000. The crew of (14 hands and two cook-servants) saved themselves by jumping overboard.

21. The British Indian brig STREE RUNGANAIKULU [208 tons register, wooden, official number, age and class not known], from Maulmain with a cargo of timber, bound for Madras. The vessel after leaving Maulmain on the 11th April discharged the pilot and proceeded on her voyage towards Madras with an E. N. E. breeze. On the 12th and 13th there was a gale, gradually increasing, and on the 14th the sea was very high; all sails were furled except a foresail, and the wind veered round to N. W. At 8 A.M. the vessel commenced to make much water; the pumps were set to work, but at about 11 P.M. the water had increased to a depth of 8 feet in the hold. Subsequently she laid

over on her side, and the mainmast was was cut away to try and right her, but to no purpose, and the mast in falling broke one of her boats. On the morning of the 15th (being in latitude 13° 30′ N., and longitude 95° 30′ E., Bay of Bengal) she went further over and lay on her broadside with the water up to the combings of her hatch. The boat was fastened to the foremast of the brig, when suddenly the vessel having turned right over keel uppermost, a man who was in the boat at the time cut the rope and the boat floated off. The vessel broke up at once and floated away in pieces. It was dark at the time (4 A.M.) and the sea was very rough; however, 18 hands, including the Nacoda, managed to scramble into the boat, but in the confusion of the moment 6 men were drowned. On the 18th April, about 4 P.M., whilst in latitude 14° 26′ N., and longitude 97° 4′ E., the brig *Stree Juganayakulu*, having sprung a leak, was returning to Maulmain and picked up the boat belonging to the *Stree Rungaraikulu*, with the men in such an exhausted state that they had to be lifted out of the boat. The unfortunate crew had been exposed for four days in an open boat, without food or water. They were safely landed at Maulmain on the 25th April. The cargo was totally lost; value unknown. Crew of 24 men, 6 lives lost. [A special Court of Enquiry was held at Maulmain on the 17th May, under sections 3 and 4 of Act IV of 1875, to enquire into the circumstances attending the loss of the above vessel, and from the evidence taken the Court was of opinion that the brig was lost owing to a storm which occurred about the 14th of April, and considered there was no reason to suppose that any one was to blame in the matter.]

22. The Native padow LAXMIPRASAD [of Cambay, 27¼ tons register, official number 29, age and class not known], from Bombay with a cargo of bajri and marble, bound to Cambay. It appears that the craft reached Bibi Ajani (about 17 miles north of Bulsar light-house) when her parbán broke, and when attempting to run for shelter she struck on a shoal off Nosári Khári (Gulf of Cambay) at 8-30 P.M. of the 17th April. The spring tides coming in with violence, upset and broke her in two. The cargo was totally lost; valued at Rs. 3,786. Crew of 8 men, all saved.

23. The British Indian brig FUTTEH-UL-MANNAN [of Chittagong, 205 tons register, official number 9, wooden, not classed, age 7 years] had been laid up in Chittagong River since December 1878. The brig was beached on the bank of the river close to Asgar Ally's godown, and was directed by the Conservator to be either removed to her original moorings, or if she was in need of docking, to place her in one of the recognised creeks where repairs of vessels are executed. But the master, it appears, to evade the examination which his vessel was ordered to undergo, deliberately burnt her on the 23rd of April, as he considered this the most expeditious way of getting all the metal parts out of her. Total loss; value not reported. No crew on board, but only three ghât lascars. No lives lost. [An investigation was held at Chittagong, and the opinion of the Committee appointed to enquire into the matter was, that the brig being in the port of registry, her master had accordingly "acted under direct orders of the owner, who is therefore to blame in this case." The Committee further reported that "the vessel seems to have been put ashore wilfully, and we have discovered no grounds for imputing her subsequent burning to causes accidental." The master received no punishment; he held no certificate, as his vessel was under 300 tons burthen.]

24. The Native ganja FUTTEH REYHEMAN [belonging to Cutch, registered at Bombay, 89·24 tons, official number 4030, age three years, not classed], from Chandbáli to Bombay with a cargo of about 50 tons sundries. It appears that the tindal had anchored for the night at Calicut (Malabar Coast), and at 1-30 A.M. of the 24th April, after taking his supper, a boy brought him fire for his hookah, and left him smoking near the steering wheel, which was open to the hold. The tindal fell asleep and upset the chillam on to the top of the hookah; the fire fell below among dry matting and cargo, which ignited and completely destroyed the vessel. Value of vessel Rs. 4,000; cargo (partial loss) Rs. 3,758. Crew of 10 men; 1 passenger. No loss of life.

25. The British wooden ship ESSEX [of London, 1255 tons register, official number 47400, class not stated, age 16 years], from Bassein to Queenstown with a cargo of 1679 tons rice. She arrived at Bassein on the 12th April and commenced loading on the 18th, and on the 28th she finished taking her full

cargo, ample time being taken for careful stowage. Nothing had occurred during her stay in port to raise the question of her seaworthiness. Her deepest draft in fresh water was aft 21 feet 8 inches. On the 30th April she put to sea. The pilot who boarded her reported that she had a safe passage down the river, and that nothing had occurred on board; the pumps were not used, and there were no indications of the vessel being leaky, nor had there been any change in the crew. Nothing has since been heard of this vessel.

26. The British iron paddle steamer CHUNAR [of Calcutta, $377\frac{59}{100}$ tons register, belonging to the India General Steam Navigation Company, Limited, no official number and class, age 33 years], from Calcutta with a cargo of 5,000 maunds of coal to Goalundo. The vessel on the 7th May left Kookelahautty with a native pilot on board and two flats in tow. At 2-15 P.M., shortly after leaving Diamond Harbour Custom House, in the River Hooghly, during a strong south-west wind and a spring ebb tide, the rudder chain parted, and before she could be brought under control, she drifted ashore on the eastern bank about a mile below Diamond Harbour Fort. At noon on the 8th she entirely broke, and as the tide fell she sank in about four fathoms, leaving only her bow and stern above water. The energetic Secretary of the Company, Captain J. G. Scott, went down in the steam tug *Alexandra*, followed by the *Nasrah*, to hold a personal enquiry on the spot, but nothing could be done. Vessel was valued at Rs. 2,00,000; the cargo was partially lost, to what extent not reported. Crew of 65 men. No loss of life.

27. The British iron steam barge PANIWALLA [of $108\frac{1}{2}$ tons register, belonging to the Bombay Port Trust, official number 3265, age 14 years], from Bombay with drinking-water to Prong's light-house. On the 15th of May the barge, on going down the harbour to the Prongs to supply water, struck on a rock N. by W. 100 feet from the lighthouse, turned astern immediately and sunk when half a mile S. E. of the lighthouse. Total loss; value unknown. The crew, 10 men, were saved by the boat of the steam barge. The steam barge lying in the same position as she foundered, it was proposed to have her lifted after the S.W. monsoon. This could not be done; her boiler, however, was removed.

28. The British Indian wooden dhoney MAHOMED CADER ALLY [of Madras, $80\frac{88}{100}$ tons register, official number 3 of 1878, age 27 years, not classed], from Colombo with furniture, bound to Jaffna. At 9 P.M. on the 18th May, whilst proceeding through Kundugal Gut (entrance to Paumben Pass), the vessel experienced strong winds from N. to N. W. with heavy squalls and gusts, and stranded on Sandy Point, Coorisuddy Island, sprung a leak; and as she had no pumps on board, the water rapidly gained on the efforts made to keep it under. Total loss of vessel; value Rs. 1,300; cargo was partially lost, to the extent of about Rs. 300. Crew of 11 men, all saved by swimming ashore.

29. The Native ganja JAVAR PRASAD [of Cutch, $96\frac{3}{4}$ tons register, official number not reported, age about 20 years], from Kuilundy (to the northward of Calicut) to Bombay with a cargo of cocoanuts, ginger, copra, myrabolams, &c. At 7-30 P.M. of the 20th May, the vessel, having encountered a heavy storm when within the harbour of Cannanore (Malabar Coast), was wrecked opposite the eastern boundary of the port. Vessel valued at Rs. 4,000, and the cargo was lost to the extent of Rs. 7,500. The crew, 10 men, were saved.

30. The British Indian brig STREE VENKATASWAROOLOO [of Coconada, $175\frac{43}{100}$ tons register, official number not reported, age about 30 years, class not known], from Madras to Coconada with a cargo of tamarinds, gunny bags, ginger, &c. On the 28th of May, at 3 P.M., during a heavy northerly gale—the vessel pitching and rolling very much—the masts were cut away and every precaution taken to save her; but on account of the great force of the storm she was driven on shore near the fishermen's village of Kuttowputtum, Coromandel Coast. Loss estimated at Rs. 10,000; the cargo partially lost, to what extent not known. Crew of 25 men. No lives lost.

31. The British Indian dhoney PUDANADA VENAIGUR [of Tuticorin, registered tonnage not reported, official number 2, age 2 years, not classed], from Quilon to Madras with a cargo of timber. During a S. W. gale which occurred on the 21st May (at 6 P.M.), the vessel was thrown on her beam ends and filled with water; being timber-laden she did not sink but was abandoned by her crew off Keelakari, in the Gulf of Manár. It was evident that she was either broken up by the force of the sea, or bumped to pieces on the outlying

reefs at the entrance of Keelakari Channel, as a quantity of wreckage, identified by the tindal, had been swept by the current into the port. Total loss: value of vessel Rs. 5,000, and cargo Rs. 3,928. The crew, 14 hands, were saved on a raft.

32. The British Indian pattimar KOOSY ALLY [of Cochin, 47 tons register, official number 5, not classed, 3 years old], from Cochin bound to Bombay with a cargo of about 40 tons of coir, yarn, and copra. On the 21st May the pattimar encountered hard squalls with heavy rain, and having no deck and having parted from her anchors, could not resist the heavy seas which were swamping her, although the greater portion of the cargo had been thrown overboard to lighten the vessel; but the sea running so very high, and there being every chance of her foundering, the crew were forced to run her on shore in latitude 10° N., and longitude 76° 13′ E., Malabar Coast. The value of the vessel was Rs. 2,000 and cargo Rs. 8,000. A portion of the cargo, to the amount of Rs. 2,000, was recovered. Crew of 13 hands were saved by swimming to shore, as the only canoe which the pattimar possessed was washed away during the gale.

33. The British Burman three-masted schooner CONDOR [of Rangoon, 720 tons register, official number 69542, wooden, age and class not reported], left Rangoon on the 13th April with a cargo of 858 tons paddy, bound to Negapatam. When in latitude 7° 12′ N., and longitude 85° 55′ E., a heavy southerly gale of wind came on, on the 18th May, and veering to the westward, caused a very high and turbulent sea, which continually broke on board and greatly strained the vessel. The sails were shortened, and the Nacoda seeing that the copper linings had given way, turned to make the nearest port he could, according to the wind. At 9 P.M. of the 20th the vessel sprang a leak, and the crew commenced to work the pumps; but the water gained so rapidly that on the 21st it reached the hold-beams, and the Nacoda seeing that the lives were in jeopardy, the longboat was lowered and all got into it. At 12 noon the rope was cut away, and in about two hours afterwards the schooner foundered in latitude 7° 34′ N., and longitude 89° 40′ E., Bay of Bengal (to the west of the Nicobars). Total loss: value of vessel Rs. 22,000; cargo Rs. 38,000. The crew, 34 hands including the Nacoda, after being three days at sea in an open boat, reached the Nicobars on the 24th May; one man subsequently died in hospital at the Nicobar Islands through exposure and starvation. The men were afterwards sent by the Nicobar authorities to Rangoon in the British India Steam Company's screw steamer *Satara*. [On the 30th of June a Court of Enquiry, under section 4 of the Indian Merchant Shipping Act of 1875, was held at Rangoon to investigate the circumstances relative to the foundering of the above vessel, and the Court, after having questioned others to ascertain if the evidence of the Nacoda and carpenter was in any degree at variance with that of the crew, and finding it was not so, decided that the Nacoda was in no way to blame, and that "the disaster was caused by an act of God, *i. e.*, by stress of weather." The abandonment of the vessel under these circumstances by the Nacoda was justifiable. The Chief Commissioner of British Burma confirmed the finding of the Court, but remarked that the schooner "could hardly have been in a seaworthy condition if the copper linings gave way so readily."]

The following Native craft (numbered 34 to 248 inclusive) were lost during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India on the 21st to the end of May 1879.

34. A Native muchwa (name unknown) [official number 8424] laden with pepper and salt, a total wreck off Boree Bunder, Bombay Harbour. Cargo all lost. No loss of life.

35. A Native muchwa (name unknown) [official number 1091] broke from her moorings and became a total wreck off Boree Bunder, Bombay Harbour. No cargo. No lives lost.

36. A Native muchwa (Name unknown) [official number 3474] laden with salt, broke from her moorings and was wrecked off Boree Bunder, Bombay Harbour. Cargo all lost. No lives lost.

37. The British Indian padow ROOPABEL [of Bombay, 37¼ tons register, official number 4016] foundered in Mody Bay, Bombay Harbour; was subsequently raised and broken up, being unseaworthy. No cargo on board. No lives lost.

38. A Native padow (name unknown) [official number 783] was wrecked in Mody Bay, Bombay Harbour. No lives lost.

39. A Native padow (name unknown) [official number 2072], total wreck in Mody Bay, Bombay Harbour. No lives lost.

40. A Native muchwa (name unknown) [official number 359], lying at Carnac Bunder, Bombay Harbour, laden with firewood. Total wreck. No lives lost.

41. A Native padow (name unknown) [official number 1914], laden with fire-wood, was totally lost at Appollo Bunder, Bombay Harbour. No lives lost.

42. A Native padow (name and official number not known), with a cargo of cotton, lying at Mandvi Bunder, Bombay Harbour. Total wreck. No lives lost.

43. A Native padow (name unknown) [official number 2515] was wrecked at Cross Island, Bombay Harbour. No lives lost.

44. A Native padow (name unknown) [official number 3625] was lying empty at Cross Island, Bombay Harbour. Total wreck. No lives lost.

45. A Native padow (name unknown) [official number 2924], lying empty at Boree Bunder. Total loss. No lives lost.

46. The British Indian padow FUTTEY SALAM [of Bombay, 25¾ tons register, official number 3351], lying at Mazagon Bunder, Bombay Harbour, laden with 100 bales cotton. Totally wrecked. No lives lost.

47. A Native padow (name unknown) [official number 3649], lying empty at Prince's Dock, Bombay. Total wreck. No lives lost.

48. A Native padow (name and official number unknown), lying empty at Prince's dock, Bombay Harbour. Total loss. No lives lost.

49. A Native padow (name and official number not known), lying empty at Mazagon Bunder, Bombay Harbour. Total loss. No loss of life.

50. The British Indian padow HUREEPERSAD [of Bombay, 29⅓ tons register, official number 3782,] laden with 125 bales of cotton, lying at Mandvi Bunder, Bombay Harbour. Total loss. No loss of life.

51. A Native dhingy (name and official number unknown), lying empty at Boree Bunder, Bombay Harbour. Total loss. No lives lost.

52 & 53. Two Native cargo boats (names unknown) [official numbers 3029 and 3700], each laden with a cargo of 195 bales of cotton, lost off Jamsetsjee Bunder, Bombay Harbour. No lives lost.

54. The Native padow ROOPAREL [official number unknown], lying empty at Candly Bunder, a little to the north of Mazagon Bunder, Bombay Harbour. Total wreck. No lives lost.

55. The Native kotia DOWLUTPERSAD [official number unknown], lying empty at Candly Bunder, a little to the north of Bombay Harbour. Totally wrecked. No lives lost.

56. The Native padow SHA SULTAN [official number unknown], lying empty at Candly Bunder, a little to the north of Mazagon Bunder, Bombay Harbour. Total wreck. No lives lost.

57. The British Indian padow RAMPERSAD [of Bombay, official number 3906, 25 tons register], laden with 100 bales of cotton. Total wreck off Carnac Bunder, Bombay Harbour. No lives lost.

58. The British Indian padow ALLEY MAHOMED [of Bombay, 13¾ tons register official number 1015], lying empty at Mallet Basin, Bombay Harbour. Total wreck. No lives lost.

59 and 60. Two Native cargo boats (names and official numbers unknown), lying empty outside Mallet Basin, Bombay Harbour, foundered. No lives lost.

61. A Native dubash boat (name and official number unknown) broke from her moorings and became a total wreck south of Apollo Bunder, Bombay Harbour. No lives lost.

62. A Native cargo boat (name unknown) [official No. 3999], lying empty, wrecked south of British Indian Steam Navigation Company's Dock, Bombay Harbour. No lives lost.

63. The Native muchwa YESHWANTY (official No. 8106], laden with 141 teak rafters, lost off the sea-wall between Clerk and Frere Basins, Bombay Harbour. No lives lost.

64. A Native cargo boat (name and official number unknown) lost in Mody Bay, opposite to Cooly Bunder, Bombay Harbour. No lives lost.

65. A Native cargo boat (name unknown) [official No. 2994], lost at Mody Bay, opposite to Cooly Bunder, Bombay Harbour. No lives lost.

66. The Native muchwa SULLAMTY [official number 7008], laden with coriander seed, soap, nuts, and dry chillies, totally wrecked off Boree Bunder, Bombay Harbour. No lives lost.

67. The Native padow KHENGTY [official number 1833], lying empty off Arthur Bunder. Bombay Harbour. Total loss. No loss of life.

68. The British Indian kotia ODOM ODOM [of Androth Divy, $20\frac{41}{130}$ tons register, official number 7] from Calicut to Androth Divy, with a cargo of rice, salt, piece-goods, &c., driven ashore about a quarter of a mile eastward from the Cannanore Custom House, Malabar Coast. Total loss: kotia valued at Rs. 200, cargo at Rs. 850. Crew 12 hands. No loss of life.

69. The British Indian pattimar RAMPRASAD [of Honore, $53\frac{1}{2}$ tons register, official number 664, age 18 years], from Wuddakurray (south of Tellicherry), bound to Bombay with a cargo of cocoanuts, copper, ghee, and chillies, stranded off Keeyiuna, Malabar Coast. Vessel was totally lost; value not known. About Rs. 5,300 worth of cargo lost. Crew 12 men. No loss of life.

70. The British Indian muchwa SALAMATI [of Ratnagiri, $4\frac{1}{2}$ tons register, aged 20 years, official number 9157], from Bombay to Ratnagiri, driven ashore at the entrance to Nawoorpur Creek, Tannah district, Bombay Coast. Total loss of craft. No loss of life.

71. The British Indian muchwa RAMPRASAD [of Malwan, 24 tons register, 16 years old, official number 952], from Tellicherry with a cargo of cocoanuts and copra, bound for Bombay, foundered outside Tudri Creek, Bombay Coast. Total loss, value of vessel Rs. 800, cargo Rs. 4,000. Crew 9 hands. One life lost.

72. The British Indian muchwa DASTGIRI [of Jaitapur, 10 years old, 17 tons register], from Beypore with a cargo of cocoanuts, bound for Rajapur, sprung a leak and foundered off Tudri Creek, Bombay Coast. Value of vessel Rs. 600; cargo Rs. 1,000. Crew 8 men. No loss of life.

73. The British Indian muchwa KHENGTI [of Malwan, 6 tons register, 15 years old, official number 2280], from Honore with a cargo of 200 maunds rice, bound to Vingorla, foundered off Tudri Creek, Bombay Coast. The estimated value of the vessel was Rs. 500 and the cargo Rs. 550. No loss of life.

74. The British Indian pattimar CHANDRABAN [of Bombay 50 tons register], from Cochin to Bombay, with a cargo of cocoanut oil, copra, and coir rope, foundered off Tudri Creek, Bombay Coast. Value of vessel not known, cargo Rs. 3,000 (partially lost). No lives lost.

75. The British Indian muchwa GANESHA PRASAD [of Viziadurg, $16\frac{1}{4}$ tons register], from Cochin to Pithiapoor with a cargo of cocoanut oil, coir, and planks, drifted ashore about 2 miles south of Mulpy, Bombay Coast, and was lost. The vessel was valued at Rs. 700 and the cargo at Rs. 2,500; Rs. 400 worth was saved. No loss of life.

76. The British Indian craft SULTAN BAHADOOR [of Alipee, official number not known], from Alipee with a cargo of ginger, cocoanuts, cardamums, &c., bound to Bombay, drifted ashore about 2 miles south of Mulpy, Bombay Coast, and was totally wrecked. Value of craft estimated at Rs. 5,000; Rs. 12,000 worth of cargo lost. Crew of 16 men. No lives lost.

77. The British Indian pattimar MULUDEE [of Mulpy (near Oodapee) $28\frac{3}{4}$ tons register, official number 21], from Wuddaykurray with a cargo of cocoanut oil, bound to Mulpy, drifted ashore opposite Kunakod, about $3\frac{3}{4}$ miles south of Mulpy, Bombay Coast, and became a total wreck. Value of vessel Rs. 1,000. The cargo, value at Rs. 900, was saved. No loss of life.

78. The British Indian muchwa YESHVANTEE [of Malwan, $6\frac{3}{4}$ tons register], from Malwan to Carwar with a cargo of rice, grain, and garlic, drifted ashore half a mile south of Mulpy, Bombay Coast. Total loss: muchwa valued at Rs. 300, and the cargo Rs. 500. No loss of life.

79. The British Indian muchwa NARAYANA PRASAD [of Ratnagiri, four years old, $22\frac{1}{2}$ tons register] left Beypore with a cargo of 33,000 cocoanuts, bound for Ratnagiri, was driven ashore at Purbidree, near Molky, Bombay Coast. Vessel valued at about Rs. 1,000, and the cargo at about Rs. 825. No loss of life.

80. The British Indian bagla FATHE RAHIMANY [of Kurrachee, $99\frac{1}{2}$ tons register, official number 18, 25 years old], from Mangalore with a cargo of

cocoanuts, rice, and tamarinds, to Gwádar, was driven ashore in front of the Custom House at Mangalore, Bombay Coast, and lost. Vessel was valued Rs. 500, and the cargo at Rs. 820. Crew 19 hands. No loss of life.

81. The British Indian kotia AMBA PRASAD [of Bombay, 65 tons register, 15 years old], from Cumta, bound for Bombay with a cargo of cotton, pepper, chillies, &c., foundered off Tudri Creek, Bombay Coast. Value of vessel and cargo unknown. Crew 18 men. No lives lost.

82. The Native kotia HURRY PRASAD [of Purbunder, 57$\frac{19}{100}$ tons register, official number 4199], from Calicut to Cutch with a cargo of jowari, turmeric, &c., stranded at the inlet of Pudiangody, Malabar Coast, and became a total wreck. Value of vessel Rs. 3,000; cargo Rs. 3,929. Crew 8 men. No loss of life.

83. The Native ganja LAXAMAN PRASAD [of Cutch, 100 tons register], from Calicut to Cutch, driven ashore at the entrance to Honore River and was lost. Value unknown. Crew 11 men, and 11 passengers. No loss of life.

84. The British Indian pattimar DARIA DAWLAT [of Malwan, official number not known], from Cochin to Vingorla in ballast, was driven ashore at the mouth of Honore River and totally lost. Value unknown. Crew 10 hands. No loss of life.

85. The Native battalla MAHOMEDI [56$\frac{1}{4}$ tons register, official number not known], from Calicut to Bombay, was wrecked near Munkidroog, south of Honore, Bombay Coast. Value of craft and cargo unknown. Crew 15 hands. No loss of life.

86. The British Indian craft HEMAVATI [of Honore, 15 years old, 16 tons register, official number 90], from Calicut to Cumta, was driven ashore off Munkidroog, south of Honore, Bombay Coast, and totally lost. The value of the craft and cargo unknown. No loss of life.

87. The British Indian craft SAVITRI [of Savikatta, 19$\frac{3}{4}$ tons register], from Cochin to Unkola, was driven ashore off Munkidroog, south of Honore, Bombay Coast, and was totally lost. Value unascertainable. The cargo was all lost; value not known. No lives lost.

88. The British Indian muchwa FAJANDARI [of Anjanvel, 12 tons register] from Calicut bound to Chiplun, driven ashore at the entrance to the Batkuldroog Creek (about 20 miles south of Honore), Bombay Coast. Value of craft unknown; of cargo Rs. 1,500, of which Rs. 500 worth was lost. No loss of life.

89. The British Indian ganja KHATAVA PRASAD [of Bombay, 87$\frac{1}{4}$ tons register, official number 6], from Cumta to Bombay, was driven ashore off Cumta. Total loss: vessel Rs. 4,000; cargo about Rs. 8,000. No loss of life.

90. The British Indian kotia JAYARAM PRASAD [of Bombay, 112$\frac{1}{2}$ tons register, official number 3252], from Calicut to Bombay, was driven ashore off Cumta light-house and became a total wreck. Value of craft Rs. 2,000; cargo about Rs. 4,000. No loss of life.

91. The Native pattimar CHANDRABAN (official number not known), from Cochin to Bombay, wrecked off Cumta, Bombay Coast. Total loss; value not known. No lives lost.

92. The Native ganja DAWLATA [of Cutch, 182$\frac{1}{2}$ tons register, official number 3983], at anchor off Cumta, was driven ashore off the light-house and was wrecked. The craft was valued at Rs. 10,000; value of cargo not known. No lives lost.

93. The British Indian bolio KESHARHIND [of Malwan, 41$\frac{3}{4}$ tons register, official number 2311], from Calicut to Bombay, was totally lost at Hangarkatti, Bombay Coast. Value of vessel Rs. 1,000; cargo unknown. Six lives lost.

94. The British Indian craft SALAMATI [of Bombay, 52$\frac{1}{4}$ tons register, 19 years old, official number 4005], from Bombay, was lost at the mouth of the Cumta Creek, Bombay Coast. Value of craft Rs. 3,000; cargo all lost, value unknown. Three lives lost.

95. The Native Kotia KHATAVA PRASAD [of Cutch and Bombay, 68 tons register, official number 3767], from Cumta to Bombay, was driven ashore off Cumta Harbour. Her value was estimated at Rs. 5,000. Cargo damaged to the amount of Rs. 6,000. No loss of life.

96. The British Indian pattimar NARAYANI [of Bombay, 36$\frac{3}{4}$ tons register, official number 3824], at anchor in Cumta Harbour, was driven ashore

and became a total wreck. Value of craft Rs. 2,500; cargo lost Rs. 3,600. No loss of life.

97. The British Indian ganja KALIAN PRASAD [of Bombay, 120¾ tons register, official number 2978], from Cumta to Bombay, was driven ashore off Cumta and broke up. Value of craft Rs. 5,000; cargo Rs. 3,000. No loss of life.

98. The British Indian muchwa AJADURGI [of Savikatta, 6½ tons register, official number 1352], from Cumta to Unkola, was driven ashore off Cumta Harbour and broke up. Value of craft Rs. 125; cargo partially lost, estimated at Rs. 4,000. No loss of life.

99. The Native ganja SUGAR PRASAD [of Cutch and Bombay, 99$\frac{28}{80}$ tons register, official number 3587], from Cumta to Bombay, was driven ashore off Cumta Harbour and broke up. Craft valued at Rs. 3,000; cargo at Rs. 4,000. One life lost.

100. The British Indian pattimar KHUSBAH [of Honore, 58¾ tons register, official number 786, 25 years old], from Cumta to Bombay, wrecked off Cumta Harbour. Craft valued at Rs. 300; cargo partially lost, amount Rs. 6,000. Three lives lost.

101. The British Indian craft MAHADEVA [of Bombay, 21¾ tons register, official number 1437, 50 years old], from Cumta to Bombay, wrecked off Cumta Harbour. Craft valued at Rs. 800 and cargo Rs. 6,000. One life lost.

102. The British Indian pattimar YESWUNTI [of Anjanvel, 81 tons register, 17 years old, official number 4923], from Paos to Bombay with a cargo of cotton, was lost in Boria Bay, Bombay Coast. Value of craft Rs. 5,000; cargo not known. Six lives lost.

103. The Native kotia NEERA PRASAD [of Bhownuggur, 17¾ tons register, official number 91], from Bankot to Mowah with a cargo of rice, nagli, and tamarinds, stranded on the bar at Velas, a mile south of Bankot, Bombay Coast, and broke up. Value of craft Rs. 4,000; of cargo unknown. No loss of life.

104. The British Indian mahagiri DOWLAT PRASAD [of Esswent-ghur, 38¼ tons register, official number 2910, 39 years old], from Cumta to Jaitapur, was driven ashore off Cumta Harbour and wrecked. Value of craft Rs. 2,500; Rs. 1,000 worth of cargo was lost. No loss of life.

105. The British Indian craft RAMABAN [of Esswent-ghur, official number, &c., unknown], from Cochin to Rajapur, was driven ashore at the entrance to Honore River, Bombay Coast. Craft valued at Rs. 500; cargo unknown. No lives lost.

106. The Native mahagiri VISHUN PRASAD [of Cochin, 47 tons register], from Cochin to Bombay, was driven ashore at the entrance to Honore River, Bombay Coast. Value of craft Rs. 1,000; of cargo Rs. 3,500. No loss of life.

107. The British Indian craft DARIA BAHADAR [of Esswent-ghur, 27 tons register, official number 2961] from Cochin to Jaitapur, driven ashore at the entrance to Honore River, Bombay Coast. Value of craft and cargo unknown. No lives lost.

108. The British Indian pattimar PURNSHOTAM PRASAD [of Anjanvel, 25¼ tons register, official number 5133], from Kuilundy to Bombay, driven ashore near Baswarajahdroog, Bombay Coast, and was totally lost. Craft valued at Rs. 1,400; cargo value unknown. No loss of life.

109. The British Indian dhingy SIKARI [of Bombay, 64 tons register], from Mangalore to Maskat, foundered about 14 miles south of Munkidroog, near Pigeon Island, Bombay Coast. Value of craft and cargo not known. Crew of 18 men. Six lives lost.

110. The British Indian padow SAKRI SALAMATI [of Bankot, official number not known], from Cannanore with cargo of pepper, cocoanuts, &c., drifted ashore at Rundpar in Páos Bay, Bombay Coast, and broke up. Craft valued at Rs. 500; cargo partially lost, amount Rs. 58. No loss of life.

111. The British Indian mahagiri AMRITRAO [of Alibág, 18 tons register, official number 1438], left Revdanda, south of Bombay, with a cargo of specie and Rs. 950 in cash, bound to Goa, was capsized and afterwards washed ashore one mile to the southward of Deoghur Harbour. Value of craft Rs. 1,000; cargo all lost, value unknown. Crew 12 men. Ten lives lost.

112. The British Indian muchwa KALIAN PRASAD [of Kurrachee, official

number not known], from Bombay to Cumta, stranded at Malgom, about 9 miles south of Jaygad, Bombay Coast, and afterwards broke up. Estimated loss Rs. 12,000. No loss of life.

113. The British Indian muchwa BARKATI [of Ratnagiri, 5¾ tons register, official number 5722], from Páos to Bombay, with a cargo of mangoes, &c., was drifted on to the rocks at Rundpar (about 6 miles south of Ratnagiri) and broke up. She was valued at Rs. 400. Portion of the cargo was lost, valued at Rs. 240. Crew 8 men; one life lost.

114. The British Indian muchwa LAKSMI [of Malwan, 11 tons register, official number 1853], from Bombay to Carwar with a cargo of sugar, wheat, &c., drifted ashore and broke up at Goankhuree, near Poranghur. Value of craft Rs. 400; cargo Rs. 1,000. Crew of 6 men, and 25 passengers: 4 lascars and 17 passengers were drowned.

115. The British Indian ganja NARAYAN PRASAD [of Bombay, 90½ tons register, official number 3659], from Bombay to Cumta, was wrecked in Páos Bay, 6 miles south of Ratnagiri. Value of craft Rs. 5,000. Rs. 158 cash lost. No lives lost.

116. The British Indian muchwa MAHAMADY [of Jaitapur, official number not known], from Bankot to Rundpur, Páos Bay (south of Ratnagiri), drifted ashore on the south side of Páos Bay and broke up. Estimated value of craft Rs. 400, and cargo Rs. 922. No loss of life.

117. The British Indian kotia LAKHMI PRASAD [of Purbunder, 95 tons register], from Calicut with a cargo of ginger, chillies, pepper, &c., bound to Kurrachee, was totally lost on rocks to the south of Deoghur Harbour, Bombay coast. Value of craft, Rs. 5,000. Cargo lost to the extent of Rs. 2,700. Crew of 13 men; 4 lives lost.

118. The Portuguese native padow FATHAY MAHOMED [of Goa, 28 tons register, official number 5908], from Goa to Damaon and Diu with a cargo of cocoanuts, was capsized off Kunsop (about 2 miles south of Ratnagiri), and was totally lost. Value not known. Cargo partially lost, value unascertainable. Crew of 8 men; one life lost.

119. The British Indian kotia ALBELA [of Kurrachee, 87½ tons register], from Mangalore with a cargo of 25 tons of cocoanuts and oil, bound to Bombay, was totally lost off Deoghur, Bombay Coast. Value of vessel estimated at Rs. 2,000. Cargo lost to the extent of Rs. 2,840. Crew 9 hands; 7 lives lost.

120. The British Indian muchwa SALAMATY [of Ratnagiri, official number not known], from Bombay to Ratnagiri, parted from anchors, drifted on to the rocks at Rundpur, near Páos, Bombay Coast, and broke up. Value of craft Rs. 400. No lives lost.

121. The British Indian pattimar BHAWANY [of Mangalore, 40 tons register, official number 130], from Calicut with a cargo of iron nails, castor-oil, ginger, &c., to Cundapur, was wrecked at the inlet of Pudiangady. Value of craft unknown; of cargo Rs. 566. No loss of life.

122. The British Indian pattimar KADIRY SALUMATHY [of Unkola, 27½ tons register, official number 1199], from Cochin with a cargo of oil, mangoe-wood boxes, sandalwood, &c., to Oodapee, was lost at the entrance to the inlet of Pudiangady. Value of vessel not known; of cargo Rs. 2,849. No loss of life.

123. The British Indian pattimar DARIA DOWLATH [of Honore, 34 tons register, official number 702], from Baliapatam to Mangalore with a cargo of firewood and bamboos, was wrecked at the inlet of Pudiangady, a sub-port of Cannanore, Malabar Coast. Total loss; value unknown. No loss of life.

124. The British Indian muchwa SALAMATHY [of Esswent-ghur, 13½ tons register, official number 4107], from Tanore to Jaitapur with a cargo of cocoanuts valued at Rs. 264, struck on the rocks near the inlet of Pudiangady and was totally lost. Value not known. No loss of life.

125. The British Indian muchwa SANTHANTON [of Honore, 8¾ tons register, official number 651, 15 years old], from Calicut with a cargo of castor-oil, cocoanut oil, oilcake, &c., valued at Rs. 1,939, was wrecked at the inlet of Pudiangady. Value of craft not known. Cargo all lost, with the exception of a few casks of oil. No lives lost.

126. The British Indian pattimar MAHA LUXOOMY PRASAD [of Honore, 22¼ tons register, official number 701, 21 years old], from Baliapatam to Honore,

with a cargo of castor oil, tobacco, cocoanuts, &c., valued at Rs. 2,373, was wrecked at the inlet of Pudiangady. Total loss. No lives lost.

127. The Native battalla RUPARD [of Bhownugger, 50 tons register], from Ponány with a cargo of 29½ tons bamboos, bound to Bombay, driven on to the rocks at the entrance of Deoghur Harbour. Total loss. Value of craft Rs. 3,000, and partial loss of the cargo Rs. 200. Crew 12 hands; one life lost.

128. The British Indian kotia GANGYAPADARATH [of Bombay, 101 tons register], from Bombay to Vingorla, was driven ashore at Mombri (a sub-port of Deoghur), Bombay Coast, and knocked to pieces. Craft valued at about Rs. 8,000. No loss of life.

129. The British Indian pattimar WAROO [of Bombay, 20½ tons register, official number 3869], from Cumta with a cargo of betelnuts and chillies, bound to Bombay, sunk off Boria Bunder (to the north of Jaygad), Bombay Coast. Vessel and cargo totally lost; value not known. Crew 8 men; 4 lives lost.

130. The British Indian muchwa HYDREE [of Kurrachee, 36¾ tons register, official number 57], whilst lying at anchor in Jaitapur River with a cargo of sugar, ghee, &c., bound to Cutch, struck on the rocks off Musargagi village, and sunk in deep water. Value of craft estimated at Rs. 3,300. Rs. 5,300 worth of cargo lost. No lives lost.

131. The Native muchwa ESWANTI [of Borlai (Hubshis territory), south of Chaul harbour, 76 tons register], from Sikaru (Goa) with a cargo of 30,000 mangoes, bound to Bombay, was driven ashore and became a total wreck in Malwan Harbour. Value of craft Rs. 500, and of cargo Rs. 885. No loss of life.

132. The Native battalla PUR PUSSA [of Cutch, official number 412], from Jaitapur to Cutch with a cargo of sugar, nuts, ghee, &c., drifted on to the rocks at the entrance of Jaitapur River, off Musargagi village, and sank in deep water. Craft valued at Rs. 3,100, and cargo Rs. 4,700. No lives lost.

133. The British Indian pattimar ESWENTI [of Malwan, 29 tons register, official number 1,667], from Tellicherry to Malwan, was totally wrecked in Malwan Harbour. Estimated value of craft Rs. 500. No loss of life.

134. The British Indian pattimar GOVIND PURSAD [of Viziadurg, 15 tons register, 15 years old], from Calicut with a cargo of cocoanut kernels, earthen pots, &c., to Rajapur, was driven ashore near Koora rocky island, north of Malwan, Bombay Coast. Estimated value of craft Rs. 700. Cargo all lost; no loss of life.

135. The British Indian mahagiri SURYABAN [of Anjanvel, 18½ tons register, official number 2965], from Chiplun to Bombay with a cargo of 135 bales of cotton, was driven ashore near Poss Pir rock at the entrance of Bassein River, Bombay Coast. Vessel was valued at Rs. 500, and Rs. 2,000 worth of cargo was lost. No loss of life.

136. The British Indian muchwa SOMWARRA [of Malwan, 5½ tons register, official number 1184], from Vingorla to Malwan, was driven on the rocks about 3 miles south of Malwan, and knocked to pieces. Total loss. Crew of 6 men; 2 were drowned.

137. The British Indian pattimar VENKATISH PURSAD [of Bombay, 50 tons register], from Carwar to Bombay with a cargo of 296 bales of cotton, was driven ashore about 3 miles north of Malwan, Bombay Coast. Estimated value of craft Rs. 1,000; cargo value unknown. No loss of life.

138. The British Indian muchwa APKAR FAMILY [of Malwan, 8 tons register, official number 1744], from Vingorla to Malwan, was driven on the rocks 1½ miles south of Tiracol, Bombay Coast, and knocked to pieces. Value of craft Rs. 250. No cargo. No loss of life.

139. The British Indian muchwa ESWUNTEE [of Malwan, 15 tons register, 30 years old], from Vingorla with a cargo of cocoons and dates, bound to Malwan, was driven ashore at Malwan Harbour, and totally wrecked. Estimated value of craft, Rs. 700. Cargo partially lost, to the value of Rs. 150. No lives lost.

140. The British Indian pattimar BHOWANI [of Vingorla, 25 tons register, official number 1466], from Vingorla to Bombay, with a cargo of cotton, ghee, cocoons, &c., was wrecked about one mile south of Malwan Harbour, Bombay Coast. Craft valued at Rs. 200. Cargo partially lost; value not stated. No loss of life.

141. The British Indian muchwa GUNESHPURSAD [of Malwan, 3½ tons register, official number 1634], from Vingorla to Deoghur, driven ashore one mile south of Malwan Harbour, Bombay Coast. Total loss. Craft valued at Rs. 400. No lives lost.

142. The British Indian pattimar SACRE SALAMITY [of Malwan, 29 tons register, official number 1269, 54 years old], from Bombay to Malwan. Total wreck in Malwan Harbour. She was valued at Rs. 800. No loss of life.

143. The British Indian pattimar DARIAMANJ [of Malwan, 26¼ tons register, official number 1996], from Vingorla to Malwan, wrecked in Malwan Harbour, Bombay Coast. Value estimated at about Rs. 500. No cargo. No loss of life.

144. The British Indian craft WAROO [of Malwan, 19 tons register, official number 2200], from Vingorla to Malwan with a cargo of kerosine oil and turmeric, driven ashore in Malwan Harbour and became a total wreck. Value of craft estimated at Rs. 800. No cargo lost. No lives lost.

145. The British Indian suvala LAXMI [of Ratnagiri, 23¾ tons register, official number 4276], from Vingorla with a cargo of cotton seeds, chillies, piece-goods, &c., to Ratnagiri, foundered off Chawnee, north-west of Vingorla. Value of craft Rs. 1,000; of cargo not known. Crew 7 men and 1 passenger; 6 lives lost.

146. The British Indian muchwa LADKI [of Nuti, 14¾ tons register, official number 1503], from Vingorla to Nuti with a cargo of rice and Rs. 80 in cash, totally wrecked off Kukra Island, south of Carwar. The craft was valued at Rs. 800; cargo Rs. 280. No loss of life.

147. The Native kotia HARIPERSAD [of Cutch, 64 tons register, official number 47], from Vingorla, with a cargo of betelnuts, pepper, and cotton to Bombay, lost at Tondowlee (to the north of Malwan), Bombay Coast. Valued at Rs. 2,000, and the cargo Rs. 12,000. Crew 9 men; one life lost.

148. The British Indian boat LAXMI [of Malwan, 8⅓ tons register, official number 1522], lying at anchor in Vingorla Harbour, was washed ashore and knocked to pieces. Value of craft Rs. 300. No cargo; no loss of life.

149. The British Indian suvala YESHWANTI [of Jaitapur, 23¾ tons register, official number 4065, 37 years old], at anchor in Vingorla Harbour, filled and sank. Value of craft Rs. 800. No cargo. No loss of life.

150. The British Indian muchwa YESHWANTI [of Jaitapur, official number not known, 10 years old], from Vingorla to Jaitapur with a cargo of chillies and coir, and Rs. 312 in cash; driven ashore in the port of Dabhol and knocked to pieces. Total loss. Value of craft Rs. 500, and the cargo Rs. 866. No loss of life.

151. The British Indian pattimar SATERIPRASAD [of Malwan, 24¼ tons register, official number 2180], at anchor in Vingorla Harbour, filled and sank. Value of craft Rs. 1,000. No cargo; no loss of life.

152. The British Indian muchwa YESHWANTI [of Malwan, 16¼ tons register, official number 2286], from Bombay to Achira. Total wreck in Vingorla Harbour. Value of craft Rs. 500. No cargo; no lives lost.

153. The British Indian pattimar YESHWANTI [of Malwan, 29 tons register], from Bombay to Vingorla, with a cargo of piece-goods, copper, &c., driven ashore in Vingorla Harbour and became a total wreck. She was valued at Rs. 1,000. Cargo all lost; value not known. No loss of life.

154. The British Indian pattimar PALKI [of Vingorla, 19 tons register, official number 1327, 8 years old], from Vingorla to Bombay with a cargo of linseed, cotton, &c., foundered off Vingorla. Total loss; value unknown. Crew 9 men, and 3 passengers; 10 lives lost.

155. The British Indian muchwa IDRUSI [of Vingorla, 10¼ tons register, official number 1538], from Jaitapur to Nuti, became a total wreck in Vingorla Harbour. Estimated value of craft Rs. 300. No cargo. No loss of life.

156. The British Indian craft HOSSAIN [of Ratnagiri, 7½ tons register, official number 5221], from Kochra to Ratnagiri with a cargo of betelnuts, chillies, and cocoanuts, driven ashore in Malwan Harbour and became a total wreck. Value of craft Rs. 500. Rs. 400 worth of cargo lost. No lives lost.

157. The British Indian craft HANMANT SŒVAI [of Tannah, 104¼ tons register, official number 1952], from Vingorla to Bombay with about 430 bales of cotton, wrecked near Wadee, to the south of Achre. Total loss, value unknown. Crew 18 men; 2 lives lost.

158. The British Indian muchwa KADERI [of Ratnagiri, 3⅛ tons register, 12 years old], from Panjim to Ratnagiri with a cargo of fishing nets and fish, total wreck in Malwan Harbour. Value of craft Rs. 500; cargo Rs. 300. No loss of life.

159. The British Indian pattimar ESHWANTEE [of Anjanvel, 27¾ tons register, official number 5574], from Cumta to Bombay with a cargo of wheat and gunny bags, foundered off Palshet, about 8 miles south of Anjanvel. Value of craft not known; of cargo Rs. 1,000. No loss of life.

160. The British Indian muchwa CHINAPURSAD [of Deoghur, 9 tons register], from Jaitapur to Goa, foundered about 1 mile west of Rajapur light-house. Estimated loss of craft valued at Rs. 700. No cargo; no lives lost.

161. The British Indian padow DARIA DOWLUT [of Ratnagiri, 25¾ tons register, official number 4244], from Bombay to Jaygad in ballast, struck on the rocks near the village of Mhurr, tuluka Ghora Bunder, and became a total wreck. She was valued at Rs. 700. Crew 9 men, and 2 passengers. Two lives lost.

162. The British Indian pattimar MAHALUXMI PURSAD [of Malwan, 72¾ tons register, official number 1992, 25 years old], from Ponány to Bombay with a cargo of 120,000 cocoanuts, was lost about a mile south of Malwan Harbour. Value of vessel Rs. 4,000. The portion of cargo lost was valued at Rs. 2,100. No loss of life.

163. The British Indian pattimar ESWANTI [of Malwan, 20⅛ tons register, official number 45, 40 years old], from Vingorla to Bombay, with a cargo of teak rafters, coir yarns, &c., became a total wreck at Hardwar (a sub-port of Kilwa Mehim). Value of craft unknown; of the cargo, Rs. 300 worth was lost. Crew 11 men. Two lives lost.

164. The British Indian muchwa BHOWANI [of Vingorla, 25 tons register, official number 1480], from Vingorla to Sirjakote, near Malwan, driven on to the rocks opposite the kutcherry and knocked to pieces. Value of craft Rs. 500. No cargo. Five lives lost.

165. The British Indian muchwa ESWANTI [of Malwan, 13¾ tons register, official number 2292, 15 years old], from Sasti (Goa) with a cargo of 23,100 cocoanuts for Bombay; wrecked in Malwan Harbour. She was valued at Rs. 300; cargo partially lost, value Rs. 125. No loss of life.

166. The British Indian mahagiri MAHADEO [of Alibág, 8¾ tons register, official number 1545, 59 years old], from Jaitapur to Ambolghur, foundered in Ambolghur Bay. Loss estimated at Rs. 200. No cargo; no lives lost.

167. The British Indian gulbut SALLAMATI [of Anjanvel, official number not known], from Calicut with a cargo of cocoanuts and planks, bound to Chiplun, driven on shore at Nuti and went to pieces. Craft valued at Rs. 800, the cargo at Rs. 300. No loss of life.

168. The British Indian gulbut KALLIANPRASAD [of Cumta, official number unknown], from Cumta with a cargo of betelnuts and cotton, bound to Bombay, capsized, and afterwards washed ashore at Nuti. Total loss. Craft valued at Rs. 2,000, and cargo Rs. 13,800. No loss of life.

169. The British Indian muchwa BARKATI [of Malwan, 8 tons register, official number 2216], from Vingorla to Malwan, sunk off Nuti. Total loss. Value estimated at Rs. 200. No cargo; no loss of life.

170. The British Indian pattimar BHAVANI [of Malwan, 40 tons register], from Bombay to Vingorla with a cargo of dates, wheat, and rice, was driven on shore at Vingorla and broke up. Valued at Rs. 1,000; value of cargo unknown. Crew 11 men; 6 lives lost.

171. The British Indian pattimar HANMANTPRASAD [of Vingorla, 24¼ tons register, official number 1305], from Vingorla to Bombay with a cargo of cotton, ghee, chillies, &c., capsized and was washed ashore at Bhugwee (one mile north of Nuti), and broke to pieces. Value of craft Rs. 1,000. Cargo partially lost; value unknown. No lives lost.

172. The British Indian pattimar YESHWANTI [of Jaitapur, official number not known], from Calicut to Jaitapur with a cargo of cocoanuts and copra, was driven on to rocks off Nuti Point and knocked to pieces. Value of craft Rs. 400; of cargo Rs. 1,075. No loss of life.

173. The British Indian battalla PARVATIPRASAD [of Broach, official number not known], from Beypore to Broach with a cargo of cocoanuts, wrecked

off Bhugwee, near Nuti. Value of craft Rs. 2,000. Cargo partially lost; amount not stated. No lives lost.

174. The British Indian bolio SAMSERI [of Ratnagiri, 14$\frac{8}{4}$ tons register, official number 8994], with a cargo of Government ammunition, &c., driven ashore and knocked to pieces in Vingorla Harbour. Craft valued at Rs. 400. Cargo partially lost; amount not stated. No loss of life.

175. The British Indian gulbut PANERI [of Jaitapur, 21 tons register, official number 2221], from Vingorla to Rajapur with a cargo of cocoanuts, oil, copra, &c., valued at Rs. 1,870, driven ashore and knocked to pieces at Nuti. Value of craft Rs. 500. Cargo partially lost; value not known. No loss of life.

176. The British Indian gulbut BARKATI [of Jaitapur, 21$\frac{1}{4}$ tons register, official number 4328], from Vingorla to Jaitapur with a cargo of cocoanuts; driven on to the rocks and knocked to pieces at Nuti. Value of craft Rs. 500; cargo Rs. 500. No loss of life.

177. The Native muchwa SALLAMATI [of Cutch, 62 tons register], from Bombay to Vingorla, totally lost at Vingorla. Value of craft Rs. 4,000. No cargo; no loss of life.

178. The Native hodi SITA [of Habsan (Hubshis territory), 4 tons register, official number 3574], from Vingorla with a cargo of cocoanuts, bound to Bombay, filled with water and sank in Vingorla Harbour. Value of craft Rs. 300; cargo Rs. 125. No loss of life.

179. The Native kotia HURRY PUSSA [of Bellarwar (native state), 75 tons register], with a cargo of 30 tons cocoanuts from Ponány to Bombay, swamped in latitude 10° 0′ and longitude 76° 13′ E. (Malabar Coast). Value of craft Rs. 5,000; cargo Rs. 1,700. No lives lost.

180. The Native pattimar WARU [of Shrivardhan, in the Hubshis territory, 5 tons register, official number 3299, 30 years old], from Viziadurg with a cargo of oyster shells, bound to Bombay, totally wrecked on a rock off Manoree (a continental port 15 miles north of Bombay). Craft valued at Rs. 150; cargo Rs. 30. No lives lost.

181. The British Indian craft FATEMARI RAWLUATH [of Tudri, 16 tons register], from Tudri with a cargo of rice, was driven ashore at Belambar, near Gungaweli. Value Rs. 200. Cargo, valued at Rs. 850, was partially lost. No lives lost.

182. The Native kotia LUXUMI PUSSA [of Rajkote, in Guzerat, 58$\frac{8}{100}$ tons register, official number 2798], with a cargo of cotton, bound to Bombay, was totally lost off the pier at Carwar. Craft valued at Rs. 2,000. Cargo partially lost, to the amount of Rs. 2,000. No loss of life.

183. The British Indian padow DARIA DOWLAT [of Carwar, 13$\frac{3}{4}$ tons register, official number 283, 59 years old], from Goa to Honore with a cargo of salt and onions, driven on shore and broke to pieces opposite the Judge's bungalow, Carwar. Value of craft Rs. 200, and cargo Rs. 250. No loss of life.

184. The British Indian pattimar MAHAMUDI SALAMATI [of Bombay, 85$\frac{3}{4}$ tons register, official number 2772], with a cargo of cotton for Bombay, while at anchor, was driven ashore near the jail at Carwar, about 1$\frac{1}{2}$ mile north of the wharf. Value of craft not reported. Cargo damaged; value not known. No loss of life.

185. The Native padow LUXUMI PUSA [of Cutch, 44$\frac{3}{4}$ tons register, official number 1344], from Bombay to Carwar with a cargo of Manchester goods, was driven ashore at Tilmati (about 5 miles to the north of Carwar) and broke up. No cargo lost. No loss of life.

186. The British Indian dhingy GHELANY [of Kurrachee 128$\frac{88}{100}$ tons register, official number 8], with a cargo of cotton, total wreck opposite the Judge's bungalow, Beitkul Cove, Carwar. Value of craft Rs. 9,000. Cargo partially lost, valued at Rs. 6,000. No loss of life.

187. The Native battalla KHATOW PRASAD [of Cutch, official number 923], with a cargo of cotton from Cumta to Bombay, drifted on to the beach off Aumadully, about 7 miles to the southward of Carwar, and broke up. Cargo partially lost; value unknown. No lives lost.

188. The British Indian padow CODA BUX [of Jaygad, 27 tons register, official number 3951], from Bombay to Jaygad in ballast, foundered near Kundari Island. Value of craft unknown. Crew (5 men) picked up by No. 3 pilot schooner.

189. The British Indian mahagiri RAMBAN [of Anjanvel, 10 tons register, official number 728], from Anjanvel with a. cargo of jaggery and ground nuts, bound to Bombay, totally wrecked near Khundari Island. Value of craft and cargo unknown. Crew (5 men and 1 passenger) brought to Bombay in a steam tug.

190. The British Indian gulbut GUTTA [of Ratnagiri, 9 tons register, official number 8047], foundered at Boree Bunder, Bombay Harbour. Value of craft not reported. Crew saved by Port Trust barge.

191. The British Indian padow YARASTOOS [of Bombay, 25 tons register, official number 3668], whilst delivering ballast to a steamer in Bombay Harbour, was run into by a pattimar, drifted on to the rocks off Boree Bunder, and broke up. Value unknown. No loss of life.

192. The British Indian padow YESHWANTI [of Ratnagiri, 31 tons register, 20 years old], from Calicut with a cargo of cocoanuts, bound to Jaygad, was driven on shore outside Tudri Creek, and went to pieces. Value of craft Rs. 800; cargo Rs. 750. No loss of life.

193. The British Indian pattimar PALKI [of Esswentghur, near Rajapur, 22 tons register, official number 98], from Cochin to Rajapur with a cargo of cocoanuts, copra, and cocoanut oil, foundered outside Tudri Creek. The craft was valued at about Rs. 1,000, and the partial loss of cargo at Rs. 2,400. No loss of life.

194. The British Indian pattimar RAMBAN [of Jaitapur, 17½ tons register, 15 years old], from Calicut to Rajapur with a cargo of cocoanuts and cocoanut oil, foundered outside Tudri Creek. Total loss. Value of craft Rs. 600, and of the cargo Rs. 1,500. No lives lost.

195. The British Indian muchwa KADRI [of Malwan, 9½ tons register, official number 2266], from Cundapur with a cargo of rice for Vingorla, foundered outside Tudri Creek. The muchwa valued at Rs. 500, and the cargo at Rs. 1,200. No lives lost.

196. The British Indian padow HURREEPURSAD [of Kurrachee, 28½ tons register, official number 357, 28½ years old], from Jaitapur to Cutch Mándvi with a cargo of sugar, ghee, and nuts, parted from her moorings in Jaitapur river and foundered off the village of Musargagi. The value of the craft Rs. 3,000; cargo Rs. 3,200. No loss of life.

197. The British Indian pattimar MAHADEV [of Bombay, 33 tons register, official number 826], from Cumta with a cargo of cotton, pepper, and betelnuts, bound for Bombay, struck on the rocks to the south of Woottun Bunder, north of Bombay, and became a total wreck. Her value was estimated at Rs. 800, and the partial loss of cargo was reported to be Rs. 7,500. No loss of life.

198. The British Indian padow RATNAGIRI [of Broach, 30 tons register], from Calicut, bound to Broach with a cargo of planks, wool, grain, &c., became a total wreck about 1½ mile north-west of Viziadurg Fort. Estimated loss: vessel Rs. 2,500; cargo (partially lost) Rs. 900. Six lives lost.

199. The British Indian gulbut RAMBAN [of Alibág, 25 tons register], with a cargo of mangoes and Rs. 900 in bank notes, bound to Bombay, struck on the rocks one mile south of Tarkurli river, north of Vingorla. Total loss: gulbut valued at Rs. 4,000, and the cargo Rs. 2,400. No lives lost.

200. The British Indian padow SARASWATI [of Malwan, 48 tons register], from Tellicherry to Malwan, foundered outside Tudri Creek. Padow valued at Rs. 900. One life lost.

201. The British Indian muchwa SHILEMAN [of Vingorla, 11¼ tons register, official number 1226], from Mangalore with a cargo of rice, bound to Vingorla, drove ashore outside Tudri Creek and broke up. Estimated loss: craft Rs. 700; cargo (partially lost) Rs. 722. No loss of life.

202. The British Indian pattimar DARIA DOWLAT [official number not known], from Calicut to Bombay with a cargo of maize and chillies, totally lost at the inlet of Pudiangady, a sub-port of Cannanore, Malabar Coast. Value unknown. No loss of life reported.

203. The British Indian pattimar HURRY SINGAR [of Calicut, 74¼ tons register], from Tellicherry to Bombay with a cargo of copra and cocoanuts, was wrecked at the inlet of Pudiangady, a sub-port of Cannanore, Malabar Coast. Value unknown. Cargo damaged; to what extent unascertainable. No loss of life.

204. The British Indian pattimar BHOWANY [of Bombay, 31½ tons register], from Cochin to Bombay with a cargo of cocoanuts, oil-cakes, coir rope, &c., was lost at the inlet of Pudiangady, a sub-port of Cannanore, Malabar Coast. Value of craft and cargo unknown. No loss of life.

205. The British Indian pattimar KADRI [of Cochin, 86¼ tons register], from Cochin to Bombay with a cargo of oil-cakes, cocoanuts, horns, &c., wrecked in the inlet of Pudiangady, a sub-port of Cannanore, Malabar Coast. Total loss. Value of pattimar not known; of cargo Rs. 6,290. No loss of life reported.

206. The British Indian pattimar HYDROSSDARIADOWLATH [of Calicut 49$\frac{98}{100}$ tons register], from Wuddakurray with a cargo of cocoanuts and copra, bound to Bombay, struck against the rocks at the entrance to Pudiangady, Malabar Coast, and totally lost. Value unknown. No lives lost.

207. The British Indian pattimar RAMABAN [of Bombay, 105¾ tons register], from Cochin to Bombay with a cargo of cocoanuts, oil-cakes, coir rope, copra, &c., wrecked at the inlet of Pudiangady. Value unascertainable. No loss of life.

208. The British Indian pattimar LUXOOMY [official number not known], from Waddakurray with a cargo of cocoanuts, bound to Bombay, wrecked at the inlet of Pudiangady, Malabar Coast. Total loss. Value not known. No loss of life.

209. The British Indian pattimar GANASHA PRASAD [of Mangalore, 21¼ tons register, official number 10], from Tellicherry with a cargo of copra, bound for Mangalore, wrecked at the inlet of Pudiangady, Malabar Coast. Value unknown; cargo valued at Rs. 165. No lives lost.

210. The British Indian pattimar MAMOODY SULAMATTY [of Mangalore, 26¾ tons register, official number 23], from Beypore with a cargo of tobacco, bound for Mangalore, wrecked at the inlet of Pudiangady. Value of craft unknown; of cargo Rs. 720. No loss of life.

211. The British Indian pattimar DARIA DOWLATH [of Mangalore, 54 tons register, official number 118, 19 years old], from Calicut with a cargo of piece-goods, gram, castor oil, &c., bound to Mangalore, totally lost at the inlet of Pudiangady, Malabar Coast. Value of pattimar unknown; of cargo Rs. 11,720. No lives lost.

212. The British Indian pattimar RAMAPRASAD [of Mangalore, 25 tons register, official number 5], from Tellicherry with a cargo of cocoanut oil and kus-kus roots, bound to Mangalore, struck against the rocks at the inlet of Pudiangady, Malabar Coast. Value of craft not known; of cargo Rs. 1,304. No loss of life.

213. The British Indian padow ROOPARELL [of Bombay, 25⅓ tons register, official number 2843, 19 years old], at anchor off Boree Bunder in Bombay Harbour, struck another padow and sank. Value not reported. No cargo on board. No loss of life.

214. The British Indian muchwa DARIA DOWLUT [of Viziadurg, 25 tons register], from Bingi (south of Carwar) with a cargo of cocoanuts, &c., for Bombay, drifted upon the beach near Koora Rocky Island, about 3 miles north of Malwan, and broke up. Estimated value of craft Rs. 1,000; cargo Rs. 2,980. No loss of life.

215. The British Indian pattimar PALKI [of Bombay, 41 tons register, 30 years old], from Unkola with a cargo of cocoanuts, coir rope, &c., bound to Bombay, drifted ashore and broke up on the beach opposite to Koora Rocky Island, about 3 miles north of Malwan. Value of craft Rs. 1,200; of cargo unknown. No lives lost.

216. The British Indian muchwa KADIR [of Jaitapur, 7½ tons register, official number 4310], from Goa to Bankot with a cargo of 14,000 cocoanuts, grounded in Palshet Bay, about 9 miles south of Anjanvel, and shortly after broke up. Loss: craft value Rs. 500; cargo (partially lost) Rs. 255. No lives lost.

217. The British Indian kotia FUTTEH CURRIM [of Kurrachee, 74 tons register, official number 2665], from Cumta with a cargo of cotton, chillies, jowari, &c., for Bombay, foundered near Woottun. Total loss. Value of craft Rs. 1,000; cargo Rs. 1,00,000. Crew 8 hands, and 4 passengers. One life lost.

218. The British Indian pattimar JAIWUNTI [of Viziadurg, 34¾ tons register, official number 2240], from Carwar with a cargo of 125 bales of cotton, bound to

Bombay, driven on to Chaul Kadu Reef, and broke up. Estimated loss: vessel Rs. 800; cargo (partially lost) Rs. 1,007. No loss of life.

219. The British Indian mahagiri GOOLABEE [of Tannah, 26¾ tons register, official number 4004], from Diva Borlee, near Chaul, with a cargo of 6,000 bundles firewood, valued at Rs. 400, to Bombay, total wreck off Mody khana in Bombay Harbour. Value of craft not known. Cargo 4,000 bundles were lost, value Rs. 267. No loss of life.

220. The Native battalla SANKALI [of Nowanuggar, Kattywar, 33 tons register], from Cutch Mándvi, bound to Bombay with a cargo of ballast, struck on one of the rocks off Mazagon, Bombay Harbour, and went to pieces. Value unknown. No loss of life.

221. The British Indian padow LUXUMI [of Anjanwel, 20¼ tons register, official number 5309], from Versovah with a cargo of chunam, bound to Bombay, struck on the rocks off Chowpati and broke up. Value unknown. No cargo lost; no loss of life.

222. The British Indian muchwa KHENGTY [of Tannah, 18¼ tons register, official number 4757], at anchor off Prince's Dock, Bombay Harbour, in ballast, struck against the walls of the dock and went to pieces. Value not known. No loss of life.

223. The British Indian mahagiri SACREE SULLAMTY [of Bombay, 18¾ tons register, official number 3208, 36 years old], at anchor in Bombay Harbour with a cargo of ballast, drifted ashore and broke up. Value not known. No lives lost.

224. The Portuguese Native gulbut SACREE [of 10 tons register, official number 2868], at anchor off Boree Bunder, Bombay Harbour, drifted ashore and became a total wreck. Value unknown. No loss of life.

225. The British Indian muchwa BHAWANY [of Ratnagiri, 8¼ tons register, official number 8961], from Bombay to Ratnagiri, drifted on to the rocks near the mouth of Therounda Creek (about 2 miles north of Chaul) and went to pieces. Craft valued at Rs. 300. No cargo; no loss of life.

226. The British Indian battalla VITHALPRASAD [of Surat, 56 tons register, official number 2049], from Carwar with a cargo of teak wood to Bombay, driven on to the rocks at Therounda or Paulo Creek, Bombay Coast, and broke up. Value of craft estimated at Rs. 400. No cargo lost; no lives lost.

227. The British Indian battalla MOTIPRASAD [of Surat, 47 tons register, official number 2950, 32 years old], from Goa to Broach with a cargo of cocoanuts, sprung a leak and foundered at the mouth of Therounda or Paulo Creek, Bombay Coast. Battalla valued at Rs. 200; cargo (partially lost) Rs. 900. No lives lost.

228. The British Indian muchwa SALAMATI [of Ratnagiri, 2¼ tons register, official number 9258, 30 years old], from Jaygad to Bankot with a cargo of earthen pots, drifted ashore at Anjanvel and broke up. Of trifling value. No loss of life.

229. The Native bagla FUTTEY OSLAM [of Cutch Mándvi, 167¼ tons register, official number 3990], from Cumta to Bombay with a cargo of cotton, drifted ashore at Kudyachey village (near Anjanvel) and broke up. Value of craft Rs. 10,500; loss of cargo estimated at Rs. 17,765. No loss of life.

230. The Native kotia KALIAN PRASAD [of Cutch, 94 tons register], from Vingorla to Bombay with a cargo of cotton, drifted on to the bar at Bankot and went to pieces. Vessel totally lost. Value unknown. Rs. 16,925 worth of cargo lost. No loss of life.

231. The British Indian muchwa ESHWANTEE [of Ratnagiri, 12 tons register, official number 5339, 38 years old], from Carija with a cargo of salt, bound to Ratnagiri, drifted on to the rocks at Naogaon Bunder, near Kundari Island, and broke up. Value of craft Rs. 350; cargo Rs. 209. No loss of life.

232. The British Indian pattimar CRAFULLY [of Tannah, 70½ tons register, official number 2886, 40 years old], from Calicut with a cargo of chillies, bajra, and cocoanuts, bound to Bombay, struck on the rocks near Arnol Island and became a total wreck. Value of craft estimated at Rs. 1,500; cargo (partially lost) Rs. 5,000. No lives lost.

233. The Native kotia DARIA DOWLUT (official number not known), from Cochin with a cargo of coir yarn, planks, and cocoanut kernels, bound to Bombay, lost near Arnol Island, Bombay Coast. Value of vessel and cargo not known. No loss of life.

234. The British Indian pattimar PALKI [of Bombay, 37 tons register], from Cumta for Bombay with a cargo of cotton, molasses, and betelnuts, was blown ashore in Malwan Harbour and went to pieces. Value of craft Rs. 1,000. Portion of cargo lost; value not known. No loss of life.

235. The British Indian mahagiri ESWANTI [of Bombay, 80½ tons register, official number 2232], from Vingorla with a cargo of cotton, bound to Bombay, struck on a rock near Arnol Island Fort, and became a total wreck. Value of craft Rs. 5,000; Rs. 17,500 of cargo lost. No loss of life.

236. The Portuguese Native pattimar RAMPRASAD [of Goa, 32 tons register], from Bombay to Goa with a cargo of kerosine oil and piece-goods, totally wrecked at the entrance of Manoree Creek, north of Bombay. Pattimar valued at Rs. 500; cargo at Rs. 2,500. Crew 13 men, and 35 passengers. Nine lives lost.

237. The British Indian pattimar MAHA LUXOOMEE [of Tannah, 125 tons register, official number 4475], from Cumta with a cargo of 500 bales of cotton, bound to Bombay, drifted ashore a little to the north of Prongs lighthouse, Bombay, and broke up. Value of craft and cargo unknown. Crew 19 men. One life lost (a drummer of the 7th Fusiliers, in attempting to save a portion of the cargo).

238. The British Indian mahagiri BHOWANI [of Ratnagiri, 8⅓ tons register, official number 8057], from Bombay to Ratnagiri in ballast, drifted on to the shore about 2 miles from Basseen Bunder, to the north of Bombay, and broke up. She was valued at Rs. 400. Rs. 45 worth of cargo lost. No lives lost.

239. The British Indian muchwa DHANA DAWLAT [of Ratnagiri, 4¾ tons register, official number 8560], drifted on to the rocks at Ogga, Bombay Coast, and went to pieces. Value of craft Rs. 75. No loss of life.

240. The British Indian mahagiri ESWANTI [of Esswentghur, near Rajapur, 9½ tons register, official number 3880, 39 years old], from Jaitapur to Bombay with a cargo of hemp, turmeric, &c., struck on a rock at Nawoorpur Creek, Bombay Coast, and went to pieces. Craft valued at Rs. 250; Rs. 1,250 worth of cargo lost. No lives lost.

241. The British Indian pattimar FATHAL RAHIMANI [of Cochin, 109¾ tons, official number 1], from Cannanore with a cargo of cocoanuts, pepper, copra, &c., valued at Rs. 10,000, bound to Bombay, wrecked ¾ mile from the Cannanore Custom House. Value of craft Rs. 4,850; Rs. 7,500 worth of cargo lost. No loss of life.

242. The British Indian muchwa YESHWANTI [of Bombay, 20½ tons register, official number 392], from Cochin to Rajapur with a cargo of cocoanuts, driven ashore at Doobansashi, near Gungaweli (a little to the north of Cumta), and broke up. Total loss. Value of craft not known; cargo Rs. 450. No loss of life.

243. The Native battalla RUPAREL [of Damaon], from Calicut with a cargo of cocoanuts and timber, bound to Bombay, driven ashore near Tudri and went to pieces. Loss: craft Rs. 4,000; cargo (partially lost) Rs. 650. No lives lost.

244. The British Indian pattimar KUMARI LUXAMI [of Malwan, 28½ tons register, official number 1664], lying in Cumta Harbour, Bombay Coast, was driven ashore and went to pieces. Value of craft Rs. 1,200; Rs. 1,500 worth of cargo lost. No lives lost.

245. The British Indian padow DARIA DOWLAT [of Jaitapur, 24 tons register, official number 330], from Beypore with a cargo of cocoanuts, copra, oil, and chillies, bound to Rajapur, sprung a leak outside Tudri Creek and foundered. Total loss: value of craft Rs. 1,000; Rs. 400 worth of cargo lost. No loss of life.

246. The British Indian pattimar MAHABUBI [of Gungoly, South Canara, 55¼ tons register, official number 125], from Bombay with a cargo of European piece-goods, copper sheets, and umbrellas, bound to Oodapee, driven ashore opposite Oodeewara, 2 miles south of Molky, Bombay Coast, and totally wrecked. Value of vessel Rs. 1,500; original value of cargo Rs. 6,000; Rs. 1,000 worth was lost. No loss of life.

247. The British Indian muchwa ESHWANTI [of Ratnagiri, 8 tons register, official number 9274], from Bombay with a cargo of sugar, copra, &c., bound to Ratnagiri, was driven on to the rocks in the port of Herni, near the fort of Severndroog, about 10 miles south of Bankot, and went to pieces. Craft valued at Rs. 1,500; Rs. 2,500 worth of cargo lost. No loss of life.

248. The Arabian bagla MAUSURI [of Bahrein, Persian Gulf, $218\frac{5}{100}$ tons register, official number 2, 20 years old], from Bombay to Bandar Abbas with a cargo of rice, twist, piece-goods, and oil, sprung a leak and foundered in the sub-port of Tanka Moche-mád, Bombay Coast. Value of craft Rs. 20,000; cargo partially lost, value unknown. No loss of life.

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249. The British Indian brig FYZUR ROBANI [of 189 tons register, age 2 years, official number, class, &c., not reported], from Cochin, bound for Akyab with a cargo of cocoanut oil, coir yarn, and cocoanuts. The vessel, it appears, left Cochin on the 9th May, and arrived at Paumben on the 13th; she left again on the same night, but at noon of the 18th, whilst in latitude 14° 57' N., and longitude 83° 27' E. (off the Coromandel Coast), the wind was very light and the sea smooth. At 5 P.M. the wind suddenly chopped round to north-east in squalls, with rain, and there being every appearance of bad weather, the vessel kept away to south-west. All sails were furled, but was unable to send down the foretopgallant yards, as it was blowing very hard. The brig scudded before the cyclone, which was blowing furiously, and at 11 P.M. the foresail was carried away, and shortly afterwards the foretopmast staysail was blown away, and she began to steer very wildly. On the morning of the 19th the mainmast fell over to starboard, causing her to heel to the starboard, and the crew, on clearing away the wreck, found that the cargo had shifted, and that the vessel was making water. The pumps were set to work, but could not throw much water, as she was lying right over, and consequently the water and sand ballast got mixed and choked the pumps. The water was then baled out in buckets, but it was of no use, owing to the vessel pitching and rolling about. At 1 A.M. on the 20th, whilst labouring heavily, the foremast fell over to starboard, the compass was washed away, and there was 6 feet of water in the hold. On the afternoon of the 22nd May, being in latitude 16° N., and longitude 81° E. (Bay of Bengal), the French barque *Henriette* was sighted; this vessel steered towards the brig, and sent an officer and four men on board and took off the crew (18 in number). On the following day the master tried to take the brig in tow, but was unsuccessful, owing to the very rough sea and squally weather, and she was therefore finally abandoned. The *Henriette* brought the crew to Calcutta. Total loss of ship and cargo. Value unknown. No loss of life.

250. The French barque JEAN JACQUES [of Bordeaux, 352 tons register, official number 256, 10 years old, wooden, classed at Veritas 3-3 L. II., for 2 years from February 1878], from Bombay with a cargo of pepper, coffee, and cocoanut oil, bound to Tellicherry and Bordeaux. The vessel, it appears, had to receive a part of her cargo at Tellicherry, and being anchored in the Roads during the cyclone of the 22nd May, the two chains parted, and she was at 10-30 P.M. driven on to Chomballah rocks (about 8 miles to the south of Tellicherry), where she became a total wreck. Vessel valued at £3,600; the cargo was partially lost. (The gross produce of sale of wreck and cargo was Rs. 8,874.) Crew of 12 men saved in a canoe sent from the shore, and also by a rope sent by the crew from the vessel to the rocks. The three large boats she had on board were destroyed by the heavy seas.

251. The British Indian barque FATHAY ALLUM [of Cochin, 562 tons register, official number 30767, wooden, age 5 years, not classed], from Rangoon, bound for Cochin with a cargo of 223 bags of rice. The vessel, it appears, arrived at Cochin (Malabar Coast) in the early part of May, and the crew were discharged by the master according to the terms of the contract; and with the consent of the owner, the master sent on board 9 native seamen and a native mate in lieu of those discharged. The vessel was anchored in $5\frac{1}{2}$ fathoms of water, with both anchors down, and on the 16th May, the weather becoming threatening, caution was given to all masters ashore to keep their ships in readiness to proceed to Narakel. The master of the *Fathay Allum*, however, remained on shore. On the 19th the weather became very heavy, and surf impassable. On the 20th the signal was given to send down her top-gallant yards, but the mate disregarded it. On the 21st signals to send down

the topgallant masts and put to sea were unheeded, as also the signal of the 23rd to proceed to Narakel. The weather becoming worse, with heavy squalls, she was driven nearer and nearer the shore, but would not take down her topgallant yards, nor point any of her yards to the wind; subsequently the starboard chain parted, and she dragged on shore about 500 yards west by south from the Cochin Lighthouse with port anchor down. The vessel finally broke up. Estimated value of barque Rs. 50,000; cargo Rs. 2,500. The crew and the native mate were saved by the vessel's boat. [A special Court of Enquiry was held at Cochin on the 3rd June under Section 4 of the Indian Merchant Shipping Act of 1875. The Court was of opinion that the master of the *Fathay Allum* was guilty of misconduct in neglecting his duty to go on board when his presence was necessary for the safety of the vessel and lives of the crew, and after being warned and advised by the Port Officer. The Court directed that the master's certificate be suspended for a term of 6 months. In the mate's case the Court had no hesitation in pronouncing him incompetent to hold his certificate, for he betrayed utter ignorance of seamanship and want of judgment and presence of mind. He was unable to answer the simplest questions in navigation and seamanship, and it was not improbable that he might have got the certificate by some indirect means. The Court had no doubt that it was through his ignorance and timidity that the vessel was wrecked, and therefore recommended that the mate's certificate be forfeited, The finding of the Court was approved by the Madras Government.]

252. The British Indian brig FIZALIN SHA [of Chittagong, 220 tons register, official number and class not reported, age 4 years], from Paumben, bound to Chittagong with a cargo of sand ballast and tanks with water, was overtaken by a cyclone in the Bay of Bengal. At 11 P.M. on 18th May, when in latitude 14½° N., longitude 84° E., the vessel sprang a leak, and the pumps were got to work, but nothing could be done, as they became choked with sand. At 2 A.M. on the 19th the water was over the ballast, the crew began to bale out with buckets, and the vessel having been allowed to broach to, with her head to south-east, she fell over on her starboard side with her sail in the water, the sand ballast having shifted when she was broached to. The mainmast and foremast were then cut away. The crew were kept constantly baling out the water, and the sea having struck her aft, threw all the ballast forward. The gale gradually abated early on the morning of the 20th, but the vessel making water very rapidly and the sea breaking over her, the crew had to throw overboard the ballast gradually, until she began to settle by the head. On the 24th May, being in latitude 12° 30′ N., and longitude 84° 37′ E., Bay of Bengal, the crew (21 men, including the Nacoda) abandoned her. When the crew left, the bows were immersed 3 feet, and the vessel finally foundered. The water tanks had broken adrift, and the biscuit was spoilt by the sea water. Nothing was saved but Rs. 595 in cash. On the afternoon of the 26th May the men were picked up by the ship *Commonwealth* in latitude 18° 28′ N., and longitude 85° 8′ E., in a very exhausted state (having been nearly 8 days without food or water), and safely landed at Calcutta. It would appear that all was done that was possible to save this vessel. She was of superior construction, and had the canvas only held, she might have been run across the face of the cyclone and clear out of it. Care also seems to have been devoted to the stowage of the sand ballast.

253. The British steam launch MOZELLE [of Bombay, 5$\frac{24}{100}$ tons register, official number 2245], whilst steaming out of Sassoon's Dock on the 24th May with 66 coolies on board, was swamped alongside of Jamsetjee Bunder, Bombay Harbour. Five lives lost.

254. The British Government iron saddle-back barge which was moored off the Apollo Bunder, and used as a boat-house, foundered a little south of Apollo Bunder, Bombay Harbour, on the 24th May, during the heavy south gale. The barge was said to have been worth Rs. 47,000. Two natives who were on board the barge succeeded in getting safe ashore.

255. The British iron screw steamer AVA [1709 tons register, belonging to the British India Steam Navigation Company, official number 68060, three-masted schooner, 6 years old].

The ship *Brenhilda*, a sailing vessel of 1321 tons register, Captain Scurr, was inward bound in ballast. The S. S. *Ava* (Captain Dickinson) was

homeward bound with a full and valuable cargo. Both vessels appear to have sighted each other's light on the morning of the 24th May at about 2-15 A.M., and were then distant about 70 miles from the entrance to the Hooghly river, and the wind was steady about S.S. W., blowing a moderate breeze. The *Ava* was steering about south-west, and the *Brenhilda* due north, going about 6 knots through the water. Captain Scurr, on seeing the steamer's bright light, appears to have thought that it was False Point light that was in view, and immediately gave the order to bring his vessel "by the lee" with her head east, so as to deaden her way in order to take a cast of the lead; on ascertaining that there was no bottom at 40 fathoms, he ordered his helm to be starboarded and the vessel put on her course again; this manœuvre would probably take five minutes. The *Ava* was all this time approaching the *Brenhilda* at a speed of about 8½ knots, and the 2nd officer, who was in charge of the deck at the time, does not appear to have made any alteration in the steamer's course until he saw the *red* light of the *Brenhilda* disappear, through the action of her starboard helm, and the *green* one come into view, as the vessel was paying off on her course again to the north; he then ordered the helm to be put hard a-port, and kept his vessel at full speed, in the hope of bringing his ship round. A short time afterwards the *Brenhilda* struck the steamer on the port side, causing such extensive damage that she sank in about 20 minutes. The steamer went down by the stern, after her deck had blown up with a loud report. Total loss: value of vessel £50,000; value of cargo not known. Crew 98 men, and 25 passengers; 70 lives were lost; the remaining 53 lives were saved in steamer's boats by the ship *Brenhilda* and landed at Calcutta. Captain Dickinson, master of the *Ava*, is said to have displayed the greatest presence of mind, and behaved most admirably throughout; he refused to leave the vessel while a soul remained on board, and consequently went down with her.

A special Court of Enquiry, under Section 4 of Act IV of 1875, was held at Calcutta in June 1879 for the purpose of investigating and reporting upon the circumstances attending the above collision. The opinion of the Court was that the statement of the occurrence as given by the *Ava* was fully borne out by evidence, except in the matter of distances, which appear to have been over-estimated, and that the course pursued by the *Ava* was "the proper course under the circumstances of the case, but that the application of additional speed, which, by the engineer's evidence, appears was available, might have been advantageous at the time of the vessel's helm being put hard to port." As regards the *Brenhilda*, the Court found that "she sighted the *Ava's* green light about four points on her port bow, while buffed up to the wind, head east to east by south, the light bearing therefore north-east to north-east by north, and after having exhibited her own port light to the *Ava* for a sufficient time (say 15 minutes) to lead the *Ava* to suppose she was steering to the eastward, and therefore to port her helm. According to rule, the *Brenhilda* starboarded her helm and steered north, and that when steadied upon that course, the collision occurred almost immediately. The *Brenhilda's* proper course would have been to hold her course, *i.e.* remain hove-to until the steamer was clear." [The case was also investigated at the High Court under the provisions of Acts I of 1859 and IV of 1875 in August 1879, and decided against the master of the *Brenhilda*. In delivering judgment the Court remarked that "as the loss of a ship and great loss of life have thus been caused by the wrongful act of Captain Scurr, I think that the wrongful act should be visited with the penalty provided by the law. But that of which he has been guilty is misconduct of a very different kind from those grosser forms of misconduct with which Courts sometimes have to deal. And up to the moment of the false step he took, his conduct appears to have been that of a careful and prudent navigator." Captain Scurr's certificate was suspended for a period of three months from the 30th of August. The charges against the mate of the *Ava* had not been established. The Lieutenant Governor of Bengal was pleased to confirm the order passed by the Court.

The case (*Ava* v. *Brenhilda*) was again tried by the High Court, and judgment was given on the 6th January 1880. Mr. Justice White, in delivering judgment, said: "On the whole I am of opinion, first, that both vessels are in fault in not keeping a proper look-out, and in not observing one another's movements when approaching close; 2ndly, that the officer in charge of the *Ava* was

in fault in not putting her helm hard a-port as soon as he perceived the glimmer of the green light of the *Brenhilda;* and 3rdly, that the captain of the *Brenhilda* was in fault in starboarding his helm when at too short a distance from the *Ava*. I hold that the steamer did not do all in her power to avoid the collision by keeping out of the way of the *Brenhilda*, as she ought to have done. But as the starboarding of the *Brenhilda,* commenced where it was, had the effect of seriously embarrassing the officer in charge of the *Ava* by a change of lights when the vessels were in close proximity, I hold that the *Brenhilda* has contributed to the disaster. I accordingly pronounce both vessels to blame."]

256. The French three-masted schooner GIRONDE [of Bordeaux, 293 tons register, wooden, official number and age not known, classed at Veritas], from Chandbáli, bound to Calicut with a half cargo of rice. Immediately after leaving on the 19th May she experienced heavy weather until the 24th in the Bay, and after passing through the Laccadive Islands approached the coast to the southward of Calicut, and, when very close in, the land was sighted. On the 26th a strong, unusual, and sudden gale increased with rain and heavy sea; she was drifted towards the shore with little wind, preventing the sails to draw, when attempts were made to bring her up with a warp and kedge in 7 fathoms water; but the sea being so heavy it would not hold, and the water shoaling fast, she let go a bower anchor and paid out a scope of chain. At 10 P.M., the vessel got into the breakers, and the master, after consulting with the crew, abandoned her opposite the village of Parony, about 35 miles south of Calicut, on the Malabar Coast. She ultimately went to pieces, and the cargo, valued at Rs. 16,000, was totally lost. Crew of 10 men all saved by walking ashore.

257. The British Indian battalla RAMPARSAD [of Broach, 44 tons register, official number 556, age 49 years, class not reported], from Goa, bound to Broach with a cargo of 78,000 cocoanuts. On the 1st June the craft was overtaken by a storm when near Nosári; her sails were blown away, and after labouring much she struck on a shoal, owing to the anchor having given way, at the mouth of the creek, about half a mile north of Bhagwadandi, in the Gulf of Cambay, and became a total wreck. Loss: vessel Rs. 1,000; cargo Rs. 2,730. The crew, 12 men, were saved,—some by jumping overboard and swimming to the shore, and others in boats.

258. The British Indian battalla RUPAREL [of Broach, 51 tons register, official number 175, 45 years old], from Goa with a cargo of 94,000 cocoanuts to Broach. About the 31st of May the craft encountered a storm off Bulsar; 40,000 cocoanuts were thrown overboard, and on making an attempt to anchor the vessel, the cable broke and she struck on a shoal off Bhagwadandi (Gulf of Cambay) at 10 A.M. on the 1st June, and became a total wreck. The value of the craft was estimated at Rs. 900; the cargo at Rs. 2,039. Crew 11 men. No lives lost.

259. The British Indian battalla JAMNAPRASAD [of Broach, official number 734, registered tonnage, age, and class not reported], from Calicut with a cargo of logs, planks, &c., bound to Bhownugger, struck on a shoal off Danu bar (Gulf of Cambay) during a storm about 10 P.M. of the 1st June, and broke into pieces. Value not known. It was reported that the casualty could have been avoided by better seamanship. Crew, 10 men, saved by means of planks and pieces of wood.

260. The British Indian battalla ROOPAREL [of Surat, 28 tons register, official number 3098, age 36 years], from Bombay with a cargo of 30 tons coal to Surat. On the 2nd of June the craft reached Nosári, dismantled and dropped her anchor, but the cable unavoidably broke, and she struck upon the shoal off the bar, about a quarter of a mile to the north of Bhagwadandi, in the Gulf of Cambay. Vessel and cargo totally lost. Value of battalla estimated at Rs. 1,000, and the cargo Rs. 705. Crew 9 men. No loss of life.

261. The Native battalla ROOPAREL [of Mowah, Kattywar, 36 tons register, official number 2711, age unknown], from Mowah with a cargo of cotton, silver bars, and coin for Bombay. The monsoon having set in at an unusually early date, 3rd June, the vessel encountered very boisterous weather when approaching Tarapur Harbour, and was driven on to the rocks opposite Vurrole, about 3 miles north of Tarapur, on the Bombay Coast, and broke up. Value of vessel estimated at Rs. 3,600. Cargo partially lost; value unknown. The crew, 10 men, were washed ashore on spars.

262. The British Indian brig FATEH-UL-MANNAN [of Chittagong, 231 tons register, official number not known, registered under Act X of 1841, not classed, about 12 years old], from Paumben in ballast to Chittagong, encountered a heavy gale, and sprung a leak when opposite Tek Naaf on the 4th June; the crew endeavoured to bale out the water, but finding it increasing so rapidly, and there being 8 feet of water in her hold, abandoned her in latitude 20° 45' N., and longitude 92° 11' E. (Chittagong Coast). The vessel foundered almost immediately, and the boat with crew capsized. Total loss. Value not reported. Crew of 21 men. One man was drowned; the others came ashore by swimming and by means of a boat.

263. The British Indian dhoney MAHALATCHMY [of Madras, 93 tons register, official number 4, age 9 years], from Quilon with a cargo of 271 senjal planks, bound to Madras. At midnight of the 10th June, whilst at anchor in the roadstead at Cuddalore, she parted her cable and stranded a little to the north of the bar. The casualty was caused by the vessel not having a full complement of men on board, and it appears that, as the tindal was ashore, the crew did not exert themselves by letting down a second anchor; there were 3 spare anchors and cables on board at the time. Total wreck. The estimated value of vessel was Rs. 400. No cargo lost. Crew of 12 men, but 5 only on board at time of accident. No lives lost.

264. The British Indian barque MARIE [of Negapatam, 262 tons register, official number 1, age 15 years, not classed], from Bassein with a cargo of 3,198 bags of paddy to Negapatam. On the 28th of June the vessel lost all her anchors, sails, and boats, and being very lightly put together, and not seaworthy, she was making 5 inches of water an hour; at 6 A.M. the serang considered it unsafe to keep her out at sea any longer, and voluntarily ran her ashore off Coterow, a fishermen's village 4 miles to the north of Calingapatam, Madras Coast. It was stated that the vessel was considerably older than 15 years, and being a condemned old French vessel sold in 1864 at the port of Padang, she was not built at Padang as reported, but was constructed in the Mediterranean of pine and African oak. The vessel (which became a total wreck) was valued at Rs. 15,000, and the cargo at Rs. 9,594; 425 bags of paddy were saved. Crew of 15 men. No loss of life.

265. The British Indian dhoney MEERA SAIB [of Coringa, 104 tons register, 23 years old, official number not known], from False Point with a cargo of paddy for Vizagapatam. The vessel was being towed by the British India Steam Navigation Company's screw steamer *Goa*. On 1st July the outside planking of the dhoney, about the water line, started, causing her to leak heavily; there being 5 feet of water in the hold, and the pumps being choked with paddy, the crew hoisted a signal of distress. At 8 A.M., on passing another 12-inch hawser to the dhoney, the crew agreed to remain on board, and consequently the steamer proceeded towing her dead slow. At 9-30 A.M., the dhoney, being in a sinking condition, signals of distress were again hoisted, and on being hauled up to speaking distance the crew implored that they might be taken off, and after some consultation a mail boat was lowered and sent to the dhoney and with great difficulty got alongside; they managed to send a portion of the men to the steamer, but in the second trip the boat got stove in, and was barely able to float back with the remaining men. At 11-30 A.M. the steamer continued towing. At noon the hawser parted, when about 5 miles eastward of Pooree, and as it was impossible to get lines to her again, as there was no one on board, she was subsequently abandoned as a wreck, with 7 feet water in the hold. It is supposed she subsequently foundered. Total loss. Value unknown. Crew of 23 men. No loss of life.

266. The British iron ship LADY BELHAVEN [of Greenock, 1499 tons register, official number and class not known, age 7 years], from London fully laden with a cargo of railway sleepers, bound to Calcutta. The master had not obtained observations since the 27th June, nor had he any means of testing his chronometer until he met with the ship *Queen of the Age* off Ceylon. This appears to have been the last observation obtained, and the master continued standing to the north, judging his position by dead reckoning. At 8-30 P.M. on the 3rd July, in thick weather, soundings were taken in 35 fathoms, and the master (having no idea of his position, but was on the look-out for the rocket of the Mutlah light or the Eastern Channel light) intended at midnight to have her head south until

daylight; for some reason this was not carried out, and the vessel continued her course to the northward. A few minutes before the vessel struck the master remarked the sudden smoothness of water and hove the lead directly; but immediately the lead was down, she stranded at about 9-20 P.M. on the Argo flat in three fathoms of water near the Tetooleah river, mouth of the Ganges, Sunderbuns, in latitude 21° 40′ N., and longitude 90° 28′ E. Endeavours were made to get the vessel off, but they were unsuccessful. On the 12th the master left the 2nd officer, steward, and four apprentices on board, and proceeded with the remainder of the crew to Calcutta for assistance, as she was making water fast (having about 15 feet of water in the hold), and not wishing to abandon her until the surveyors had seen her. She was ultimately abandoned. The wreck and cargo of the ship were sold by public auction for the sum of Rs. 2,990. The officer, steward, and apprentices, who remained on board voluntarily, were taken off by the Indian Government steamer *Undaunted*. No lives lost. [A special Court of Enquiry was held at Calcutta on the 12th August under Section 4, Act IV of 1875, and after a full investigation the Court was satisfied that Captain R. Scobey, master, was guilty of incompetency and misconduct, and decided that his certificate should be suspended for twelve months. The Court, however, solicited the Government of Bengal to recommend for the consideration of the Board of Trade that a first mate's certificate be granted to him during the period of suspension. The recommendation of the Court had the support of the Lieutenant-Governor, and a provisional local certificate of competency as first mate was granted to Mr. Scobey with the object of enabling him to work his passage back to England, to await there the decision of the Board of Trade on the Court's recommendation.]

267. The Dutch iron screw steamer OVERYSSEL [of Rotterdam, 1664 tons register, official number 148, age 2 years, brig-rigged, classed at Veritas L. 3-3 1. 1.], from Batavia to Rotterdam *vid* Jiddah with a general cargo, stranded at 2-30 A.M. of the 15th July, about 10 miles to the south of Shenareef (Rás Jardaffoon), near Cape Guardafui, N.-E. Coast of Africa. The stranding was reported as having been caused by a strong southerly current and hazy weather. The vessel filled with water two hours after striking. The Zanzibar mail steamer on her way to Zanzibar sighted the wrecked vessel, but could render no assistance on account of the surf; the return Zanzibar mail steamer made the land too far north and saw nothing of the wreck, the weather being very hazy. This mail steamer arrived at Aden on the 3rd August and reported the matter to the authorities, when, on the following day, the Indian Government steamer *Dagmar* was sent to Rás Aluleh (Somali Coast) to make enquiries and render assistance; she returned about the 12th August with 100 persons saved from the wreck. At the request of the Dutch Consul, the *Dagmar* again proceeded to Guardafui, and succeeded in bringing to Aden 123 native pilgrims. The *Overyssel* finally became a total wreck; value unknown; cargo all lost; value not reported. She had on board a crew of 53 men, 44 European passengers, and 131 native pilgrims. Two European passengers and three pilgrims were unfortunately drowned in endeavouring to reach the land during the time of the wreck. All the crew and passengers had been fourteen days on shore under circumstances of the utmost privation before news of the disaster reached Aden.

268. The British boat FŒRIE [of Bombay, 10 tons register, age 16 years, no official number and class] was an open lateen-rigged boat belonging to the Port Department, employed conveying pilots from Bombay to the outer station schooner on the morning of the 6th August. Whilst doing so, bad weather set in; the boat was caught in a heavy squall, and she was swamped when about half a mile from the outer light-vessel. Value of vessel estimated at Rs. 2,500. Crew 16 men; two lives were lost; the remainder were saved by the S. S. *Sirdhana*. Rewards were granted by the Shipwrecked Mariners' Society to the master and fourth officer of the British India Steam Navigation Company's S. S. *Sirdhana* for saving life at sea.

269. The British iron screw steamer SEA GULL [of Leith, 1013 tons register, official number 62289, 9 years old, brig-rigged, classed at Lloyds, A for 100 years], from Calcutta on the 7th August to London *vid* Suez Canal with a cargo of rice, wheat, jute, gunnies, rapeseed, cotton, tea, &c. After calling at Colombo on the 19th she proceeded on her voyage. At noon of the

21st the master took observations and, being certain of the position of the vessel afterwards steered to pass five miles south of Cardiva island, the current then being very slightly southward. At 5-50 P.M. land was sighted on the starboard bow, and almost immediately an island was sighted on the port bow. The weather at this time was showery with heavy rain-clouds hanging over the islands, The master mistook Gafor for Cardiva. At 7-35 P.M. the steamer struck on the reef about three miles north of Gafor, Maldive Islands. The engines were at once stopped and the hold sounded, and having found no water the engines were reversed full speed astern, and continued so for four hours. Endeavours were made to get the vessel off, but they were not successful, and she was subsequently abandoned as a total wreck. The agents at Colombo chartered the British India Company's steamer *Colaba* to go to the wreck; after some delay this vessel brought the master of the *Sea Gull* and 26 of the crew, and as much of the cargo as could be saved, to Colombo. The Chief Officer and five of the crew reached Point de Galle in one of the life-boats. The value of the vessel or cargo is not known. Crew of 32 hands and a deck passenger. No lives lost. (The owners of this vessel started her as the pioneer of the Bird Line.) [A Court of Enquiry was held on the 22nd September in the District Judge's Court, Colombo, and the Court was satisfied, upon the whole of the evidence in this case, that there was no reason to doubt, making all allowances for the trying and difficult predicament in which the master was placed, that he was too hasty in being so confident of his position on the noon of the 21st August as to neglect taking precautions and verifying his position by applying on his chart the cross bearings he had taken to the islands, which would have shown him that he was more likely to be in latitude 4° 49′ N., and longitude 73° 40′ 30″ E., than in his assumed position—latitude 5° 5′ N., and longitude 73° 46′ 30″ E. The Court considered him, at most, guilty of an error of judgment, but not of such a nature as to deserve the suspension of his certificate, which was accordingly returned to him with an expression of the censure which the case demanded.]

270. The British Indian dingy PUTTON [of Kurrachee, 15 tons register, official number 143, age 10 years], from Keti with a cargo of barley and rice to Kurrachee; at 10 A.M. on the 5th September foundered when off the Gisri mouth of the Indus (Sind Coast). The vessel was leaky, caused by heavy sea. Total loss: value of vessel Rs. 700; cargo Rs. 850. Crew 7 men; 1 life lost; 6 saved by clinging to masts and yards.

271. The British Burmese kattoo HKYAN THA GYEE [of Tavoy, 21 tons register, junk-rigged, age 6 years], from Mergui with a cargo of danee shoots, fibre, dammer and torches, bound to Tavoy. At about 12 P.M. on the 8th of September, whilst at anchor near Long Island (about 22 miles, N. W. by N. from Mergui, Burma Coast), a strong S. E. wind blew the vessel up on shore, and she went to pieces. Vessel valued at Rs. 500, and cargo at Rs. 162. Crew of 4 men, all saved by means of a raft.

272. The British barque LAWRENCE NAIRNE [of Rangoon, 293 tons register, square-rigged, official number 41422, age 21 years, classed at Penang], from the Nicobars to Rangoon with a cargo of 50,000 cocoanuts. On the 14th of September, when near Cabosa Island, in latitude 12° 47′ N., and longitude 97° 55′ E. (Burma Coast), she sprung a leak, and being blown away to sea from her anchorage, got water-logged and capsized. The crew abandoned her. Total loss. Value of vessel not known; of cargo stated to be about Rs. 3,000. Crew 31 men and 1 passenger. No lives lost.

273. The British Indian brig NEELA CHELLUM SWAMY [of Vizagapatam, 211 tons register, official number not reported], from Vizagapatam with sand-ballast and a few tons of onions, bound to Maulmain. She left Vizagapatam on the 11th September. On the 16th the vessel was steering on a E. ¼ N. course for the light-house on Cocos Island; the weather was fine but cloudy, and she was going about six knots an hour, and allowance was made for the current. The next day she kept the same course, but all hands appear to have gone to sleep, for at about midnight of the 17th, the Malim was suddenly awoke and found that the vessel was near the Little Cocos Islands; he tried to turn her, but failing in the attempt, immediately dropped the anchor, but to no effect, and the vessel ran aground on the west side of the island and was knocked to pieces on the rocks. The boat which was amidships was put in the water, but as it neared the shore, was wrecked,

and the Nacoda and eleven persons were drowned; the other boat, being a broken and old one, was useless. The remainder of the crew and passengers floated ashore on portions of the wreck. On the British India Steam Navigation Company's S. S. *Satara* approaching Cocos Island on the evening of the 4th October, a signal was made from the light-house on Table Island, and on standing in towards the east shore a small boat with natives in it was observed putting off, but as there were convicts on board the *Satara*, she supplied the men in the boat with rice and curry-stuff and sent the boat ashore again, and afterwards reported the circumstances to the authorities on arrival at Port Blair. The Indian Government steamer *Hugh Rose* called at Table Island on the 8th October, and after landing 15 days' rations, she proceeded to the Little Cocos in search of the crew. On the morning of the 9th those on shore at the Little Cocos were immediately embarked, but having found many of the men were suffering from small-pox, severe contusions, and other hurts, they were landed at Table Island and left in charge of the light-house keeper, the others (39 men) being taken to Rangoon. The remaining 33 hands were subsequently removed from Table Island by the Indian Government steamer *Enterprize*. The vessel and cargo were totally lost. Value unknown. Crew 34 men and 50 passengers. [A special Court of Enquiry was held at Rangoon on the 10th November, under section 4 of the Indian Merchant Shipping Act of 1875, to investigate the circumstances attending the loss of the vessel. The Court, after having maturely weighed the circumstances in this case, unanimously came to the conclusion that the Malim was a most incompetent man, and was grossly rash and negligent, not only before the vessel grounded, but afterwards, and was accordingly charged under section 304A of the Indian Penal Code under the authority of section 16, Act IV of 1875, and committed to the Assistant Magistrate's Court for causing loss of life through negligent navigation.]

274. The British Indian brig STREE ELLAHDAVI PROSAUD [of Madras, 54 tons register, no official number, age 10 years, classed at Madras], from Bimlipatam to Calcutta with a cargo of lime, old gunnies, rattan, and tobacco. On the evening of the 23rd of September, whilst lying some distance outside Reddie Head False Point, Orissa Coast, she parted both anchors, was driven ashore, and went right over on her side, her masts being nearly level with the sea. Total loss, with the exception of Rs. 200 worth of cargo saved. Crew of 12 men; no loss of life.

275. The British iron ship PHILOSOPHER [of Liverpool, 1,281 tons register, official number 14686, age 22 years, classed at London and Liverpool, Lloyd's, A. A. I. 100], from Calcutta to Boston, fully laden with 1,800 tons of general cargo. The vessel left Garden Reach, River Hooghly, on the morning of the 23rd September, in tow of the steam tug *Enterprize*, and anchored at Saugor at 6 P.M. On the 24th at 6 A.M. she weighed anchor and proceeded to sea. The vessel experienced very bad weather and no observations were obtainable, and at 3-30 A.M. of the 26th she struck on a sandbank one mile from the beach outside the Davy River, and about 37 miles E. N. E. of Pooree on the Orissa Coast. An attempt was made to brace the yards aback, to back her off, but she fell broadside on to the beach, the sea breaking clean over her, washing the men away from the braces. Before daylight all six boats were destroyed, and at 5 A.M. she parted amidships; the mainmast went over the side, taking all above the mizentop with it, and she then commenced to break up fast about the decks. The agents at Calcutta, on receiving a telegram, lost no time in engaging the services of the tug steamer *Hunsdon*, and sent her down to assist the *Philosopher*, but the wreck could not be boarded as the sea was so very high. Vessel was valued at £9,000; of the cargo very little was saved, amount unknown. The wreck and cargo were subsequently sold by public auction for Rs. 504. The crew, 27 men, remained on the rigging, each one looking out for a plank or spar to leave the ship, and at 5 P.M. of the 27th 15 men reached the shore through the surf, but the remaining 12 were drowned. [A Court of Enquiry was held at Calcutta on the 5th November, under section 4, Act IV of 1875, to enquire into the circumstances attending the loss of the above vessel, and the Court, after having taken the evidence of all the survivors, was of opinion that the ship was stranded by reason of an abnormal current or set, the existence of which the master, Captain Evans, had no knowledge nor means of knowing. He was therefore acquitted of blame for the loss of the ship under his command.

The Court regretted that the precaution of taking an occasional cast of the lead was not taken after the *Philosopher* had been wore and placed upon her final port tack. The Lieutenant-Governor of Bengal concurred in the finding of the Court.]

276. The British barque CLANALPINE [of Leith, 364 tons register, wooden, official number 44955, age 17 years, classed at Lloyd's A. I. for 11 years], from Mauritius to Bombay with a cargo of sugar. At 10 A.M. of the 16th October she sprung a leak, and the master, to prevent her foundering, beached the vessel on Gafor Island in the Maldives. Value of vessel estimated at £3,000; of cargo unknown. Crew 12 men and 5 passengers; all saved by taking to the boats.

277. The British iron screw steamer HINDOSTAN [of Greenock, 3,186 tons register, belonging to the Peninsular and Oriental Steam Navigation Company, official number 63507, 10 years old], from Southampton to Calcutta *vid* Suez Canal, with a general cargo. She left Galle at 6 A.M. on the 19th October, with a light easterly wind and rounded Great Basses about 1-37 P.M. and the Little Basses at 4-30 P.M. On the morning of the 20th the weather was fine, and at noon, being in latitude 9° 44' N., and longitude 81° 42' E., steered a course N. 22° W., for Madras light, which, it was expected, would be visible at daylight. The current was running southerly 13 miles, and the vessel was going 11 knots under steam only. In the afternoon there were heavy squalls of wind and rain, and no observations were possible; later on the look-out was rendered almost useless by rain and intense darkness, and the weather continuing bad all night, no soundings were taken, as it was thought she was off the bank of soundings. At 3-15 A.M. of the 21st as the land was visible the helm was ordered hard a-port, and the engines stopped and reversed full speed astern; but before her way was stopped she unexpectedly struck on the Tripaloor rocks, about 5 miles north of Sadras, on the Coromandel Coast. The wells were sounded, ports closed, and engines turned astern full speed and every effort was made to get her off, but to no effect. Shortly after striking there was about 14 feet of water in the fore part of the ship; the main-hold, engine-room, and after-hold filled slowly; she was bumping until about 10 A.M., when she settled down quietly, with 18 feet of water in her hold. On receipt of the news at Madras, the steamer *Gannet* and British India Company's S. S. *Euphrates* and *Socotra* were sent off to her assistance, and attempts made to free the *Hindostan* from her position. The Asiatic Steam Navigation Company's S. S. *Maharajah*, and the Peninsular and Oriental Company's steamer *Nepaul*, and the Bombay steam tug *Timsah*, were engaged in endeavouring to tow her off, but nothing could be done. Vessel was valued at £75,000; a small portion of the cargo was saved. The hull and cargo were put up for auction and realized Rs. 13,800; the whole was purchased by a company of 70 to 80 persons, who again put up the same property to auction when it fetched Rs. 26,500. Crew 140 men, and 35 passengers; the latter were brought to Calcutta in the British India Company's S. S. *Merkara*. No loss of life. [A special Court of Enquiry was held at Madras on the 11th November, under section 9 of Act IV of 1875 of the Merchant Shipping Act. The Court having completed the investigation, found that the stranding of the *Hindostan* was caused by an error of judgment on the part of the Commander, N. W. Haselwood, in not guarding against the extreme possible danger that might overtake a fast ship pressed to speed on a dark rainy night in a region proverbial for currents. The Court had under consideration the duty of suspending the commander's certificate, but looking to his "long and useful services in his profession, and to the certainty that nothing can add to the distress and mortification that the loss of this noble ship must entail upon him, and that he must carry with him the reflection that *he* has been the chief agent in her destruction, it has been decided to restore his certificate to him.' The chief officer's certificate was returned to him, as his duty was confined to the executive portion of the care of the ship. The Court also restored to the second officer his certificate, but drew his attention to the great danger to a young officer having over-confidence when placed in a position of grave responsibility. The fifth officer's certificate and that of the second engineer were restored to them. No instance of misconduct was chargeable to any of the crew under very trying circumstances.]

278. The British Indian barque ATLANTIC KING [originally of London, 990

tons register, wooden, official number 38734, age 12 years, sold to natives], from Rangoon to Negapatam with a cargo of rice. Immediately after leaving the Outer light on the 23rd of October, she encountered strong winds, which on the 25th increased to a cyclonic storm; she lost her upper fore and main topsails and jib, leaving only her lower main topsails and foresail, and, rolling very heavily, she sprung a leak; the pumps were choked, and finding it useless to attempt to save the vessel, the crew took to the boats and abandoned her. She foundered at 11 P.M. of the 27th, in latitude 19° 54′ N., and longitude 88° 32′ E., Bay of Bengal. Total loss; value unknown. The crew, 39 men, after three days of great exposure and hardship, were picked up by the S. S. *City of Canterbury* in latitude 20° 10′ N., and longitude 87° 47′ E., and landed at Calcutta on the 31st October. No loss of life.

279. The British Indian brig FAIZUR RUBBANEE [of Chittagong, 232 tons register, official number not known, age 7 years], from Naraingunge with a cargo of 850 bales of jute, bound to Chittagong. On the 7th of November at 2 A.M. there was a strong ebb tide, and the vessel anchored at half ebb with 25 fathoms of chain, but dragged her anchor and took the ground. A second anchor was then let go with 15 fathoms of chain; but this one also dragged and she grounded in 10 feet of water on the west side of Jullea chur, to the north of the island of Hattyah in the Sundeep channel, Sunderbuns, and broke her back. Reported to have been caused by bad holding ground, and strong ebb tide. Total loss. Value of vessel, Rs. 12,000; of cargo Rs. 21,250. Crew 14 hands. No loss of life.

280. The British Burman brig SULTAN SHACOOL HAMEED [of Prince of Wales's Island, belonging to Maulmain, 229⅓ tons register, official number 66641, age not known, but very old], at Negapatam in ballast. The vessel being very old and leaky, was laid up for nearly two years at Negapatam Roads under an attachment of a Civil Court. On the 9th November, whilst at anchor at Negapatam, she parted her cables during a squall; she attempted to run to Adrampatam for shelter, but foundered in 2½ fathoms of water when off Vellumpullum, a fishing village about 15 miles south of Negapatam, Coromandel Coast. Value of vessel estimated at Rs. 3,000. The crew, 17 hands, were saved by a catamaran belonging to the fishing village.

(This vessel was old and rotten; she appears to have left Maulmain in February 1878, but was not surveyed by any one before leaving the port.)

281. The British Indian sloop BIK FOIZ BARA BALI [of Chittagong, registered tonnage, class, age, &c., not known], from Naraingunge to Chittagong with a cargo of jute, tobacco, and onions, stranded at 2 A.M. of the 9th November on a sand bank lying between the Lallan and Jullea churs in the Megna River, Sunderbuns. Total loss. Value unknown. Crew 14 hands. No loss of life. (Casualty caused by the carelessness of the serang.)

282. The British iron screw steamer PENGUIN [of Leith, 1,122 tons register, official number 65765, age 8 years, class not stated], from London, bound to Colombo, Madras, and Calcutta, with a general cargo, including £15,000 worth of uninsured Government property on board. Vessel left Port Said on the 13th November, and arrived at Suez on the 15th. Observations were taken every day, and on the 19th, at noon, she was in latitude 16° 3′ N., and longitude 41° 21′ E. At 4-48 P.M., the master verified ship's position and tested chronometer by cross bearings of Jebel Tir island, distant about 4½ miles, and steered a magnetic course, S. S. E. ½ E. until 4-30 A.M. of the 20th November, when Abu Ail Island was seen bearing by standard compass S. E. by S., distant about 5 miles. The weather was very hazy on the horizon, and, finding that this course would not clear Jebel Zukur, the master hauled her out S. E. ½ E., when she appeared to be in mid-channel; but he afterwards came to the conclusion that the vessel was between High Island and Jebel Zukur. The chart showed plenty of water mid-channel where the master supposed the vessel was, as the long, low, sandy beach, extending three-quarters of a mile from the bushes, looked exactly like water; but the ship took the ground on the reef north-east end of Jebel Zukur Island, Red Sea, at 5-10 A.M. The engines were stopped, fires drawn, boats lowered and provisioned, and every precaution taken for the safety of the crew. At 5-20 A.M. 6 feet of water was reported in the fore hold; main and after holds dry; and in an hour the water had increased to 9 feet in the fore hold. Three hours afterwards, Her Majesty's troop-ship *Crocodile* boarded her, and the master

requested to be reported, and that assistance might be sent from Suez. On the 21st, at daybreak, the wells were sounded—14 feet in fore-hold, and 7 inches in after-hold. The S. S. *Rydal Hall*, proceeding down the Red Sea, was signalled to send assistance from Aden. The next day coal was removed from main 'tween-decks, sails and yards were unshipped, and a kedge and warp run out on starboard bow; in the afternoon the S. S. *Singapore* was signalled and asked to send assistance from Aden. The Indian Government steamer *Dagmar* arrived from Aden, and at daybreak of the 24th the captain went on board the *Penguin* and examined the ship, and, finding her in a critical position, took the second mate down to Aden to consult with the agents. On the 27th the S. S. *Hong Aun* came alongside, and the crew commenced discharging cargo into her. On the 30th the Indian Government steamer *Dagmar* returned from Aden with a lighter and coolies, and commenced unloading the Government cargo. On the 11th December, Captain Grant, R.N. (Salvage Association for cargo), arrived from Aden, and on the 15th Captain Burns, agent for the ship, arrived. On the 31st all the cargo was taken by the S. S. *Hong Aun* and *Dagmar* to Aden. Attempts were now made to run a kedge and warp out on the port quarter; but, the sea increasing from N. W., and the ship striking and straining so heavily, it was useless. On the afternoon of the same day it was found that she had settled down forward, that the water had risen to the level of the 'tween-decks fore and aft, and that she had been driven about 50 feet further in shore. The officers and crew abandoned the vessel on the 3rd January 1880, and left for Aden in the S. S. *Hong Aun.* A considerable portion of the cargo was saved, and the remainder (about £7,000 worth), being damaged, was thrown overboard. Of this sum the loss to the Indian Government may probably be £2,250. Value of vessel not reported. Crew 33 men. No loss of life.

[An investigation was held in the Court of the Resident, Aden, under Section 5 of Act IV of 1875, on the 7th January 1880, and, from the evidence before it, the Court could not attribute the accident of the vessel running aground to any difficulty experienced in steering her. The Court concurred in the opinion expressed by the Assessor, and attributed no blame to the chief officer nor to Captain Fulton, but added: "Taking into consideration the hazy state of the horizon before the vessel struck, that the captain was not quite sure of his position until he had looked at the chart (although he considered it a perfectly safe one), and, after looking at the chart, believed he was in mid-channel between High Island and Jebel Zukur, where he knew there were 22 fathoms of water), and the fact of his having had to haul the ship off the land, as he says he did, the Court is of opinion that Captain J. Fulton erred in judgment in not waiting until daylight fairly broke before attempting the passage between the islands, in order that he might be perfectly certain of the ship's position. That when he felt uncertain of his position at the time he altered his course (to S. E. ½ E.) easterly, he erred in judgment in not going slow before leaving the bridge to consult the chart. The Court, having received evidence that Captain J. Fulton is a good and careful navigator, that he always navigated the vessel himself, and that he bears the character of a strictly sober person, finds no grounds for charging him with incompetency or misconduct; but the Court considers that Captain J. Fulton is deserving of a reprimand for the errors in judgment shown by him, and the Court trust that the reprimand now given may have a beneficial effect on him in future."]

283. The Native battalla HURREEPURSAD [of Cutch, $79\frac{89}{100}$ tons register, official number 757, about 8 years old], from Bombay to Kurrachee with a cargo of 66 tons of coal, drifted into shallow water at Thod-ka-bhar, about 8 miles from the old Hajamra beacon, river Indus, Sind Coast, during a strong breeze on the 25th of November, and became a total wreck. Value of craft Rs. 2,500; cargo all lost, valued at Rs. 1,320. Crew 8 men. No loss of life.

284. The Persian bagla FUTTEY SALLUM [of Linga, in Persia, $113\frac{1}{2}$ tons register, official number 128, age unknown], from Bunder Abbas to Veráwal and Mangalore with a cargo of dates and fish. The Nacoda on the 26th November attempted to take his vessel into Mangalore Harbour without a pilot, and grounded on the bar. She immediately filled with water and went to pieces. Value of vessel Rs. 2,000; cargo Rs. 3,000. Crew 21 men. No loss of life.

285. The British Indian brig STREE VENKATABALARAMA KRISTNASWAMY [of Coringa, $230\frac{105}{150}$ tons register, no official number, wooden, 20 years old, classed at Coringa], from Moulmein to Madras with a cargo of 220 tons teak

timber, valued at Rs. 7,000. The vessel experienced very heavy weather in the Bay of Bengal in June, and put into False Point Harbour, where she appears to have remained. In September the serang died at Jumboo station, and, through the neglect of the men in not pumping every day, water accumulated in the vessel and she became water-logged. Under native supervision, she was put on shore on a mud flat (W. N. W. of Reddie Head, distant 1½ mile) in order to discharge, although the Port Officer ordered her to be put on the mud flat at Plowden's Island. The vessel was not properly attended to, and during the very heavy weather which occurred on the 9th and 10th December she broke up. Value of craft not reported. Rs. 5,000 worth of cargo lost. Crew 15 men. No loss of life.

286. The British Indian craft VIJLIPARSAD [of Bulsar, 42¾ tons register, official number 154, age about 16 years], from Calicut to Dhollera with a cargo of timber, planks, and bamboo blinds, valued at Rs. 1,200. The craft arrived at Khunbunder, Gulf of Cambay, on the 13th of December, and, owing to the tindal's ignorance of the place, she was badly moored, and was subsequently swamped by the flood tide. Vessel was valued at Rs. 1,800. Rs. 400 worth of cargo was lost. Crew 12 men; 3 lives were lost, and the remainder were saved by swimming ashore.

287. The Portuguese native muchwa MANGUISH PRASSAD [of Goa, 22 tons register, age and class not known], from Honore to Cannanore with a cargo of paddy, at midnight on the 16th December 1879, whilst sailing near the shore in order to avoid the strong adverse wind then blowing, struck near the Timby Rock, situated about one mile off shore from the village of Cudapaudy, Cundapur Taluq, Bombay Coast. The vessel and cargo were totally lost; value unknown. Crew of 8 men, and 6 passengers. Six lives were lost; the survivors were brought to shore by fishermen.

288. A Native Battelo boat [of Cutch Mandvi, 15 tons register, official number and age not known], from Bhownugger to Bombay. Owing to the tindal's ignorance of the coast, the vessel struck on Malaiki shoal, about 5 miles west from Vaux's Tomb, at the entrance to the Gulf of Cambay, at 3 A.M. of the 20th December. Total loss. Value Rs. 600. No cargo on board. Crew, 6 men, were picked up by a passing vessel.

289. The British Burman kattoo OUNG CHAN THA [of Tavoy, 50 tons register, wooden, official number, &c., not known], from Tavoy to Nicobars with a cargo of sundries, on the 28th December, during a strong breeze, was driven on the rocks off the Nicobars (position not known.) Total loss of vessel. Value unknown. Portion of the cargo was saved; to what extent not known. Crew 14 men. No loss of life.

TABULAR STATEMENT OF THE CASUALTIES,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
1	*Caldbeck* ...	747	British barque ...	4th January	Chittagong ...	Cochin ...	27,440 maunds rice, valued at Rs. 1,02,900.
2	*May Frere* ...	308	Indian Government steamer.	12th ditto ...	Kurrachee ...	Bombay ...	None ...
3	*Calian Passa* ...	109½	British Indian bagla.	12th ditto ...	Ditto ...	Ditto ...	Wool, dried fruit, and seeds; value Rs. 14,000.
4	*Mizpah* ...	539	British barque ...	14th ditto ...	Chittagong ...	Mauritius ...	23,548 maunds rice; value Rs. 82,418.
5	*Goshawk* ...	1283	British ship ...	15th ditto ...	Calcutta ...	New York ...	Jute; value not reported
6	*Lord Strathnairn* ...	1267	Ditto ...	18th ditto ...	Ditto ...	Ditto ...	General; value not reported.
7	*Baghdad* ...	820	British screw steamer.	19th ditto ...	Rangoon ...	Moulmein ...	General cargo; value not stated.
8	*Potomac* ...	1198 $\frac{33}{100}$	Ditto ...	21st ditto ...	Vizagapatam ...	Gopalpur ...	5,000 bags gingelly seeds.
9	*Undaunted* ...	473	Indian Government paddle steamer.	23rd ditto ...	Was engaged to tow the floating light-vessel *Comet* from Government Dockyard, Kidderpore, to her station in the Sandheads.		
10	*Glencora* ...	1066	British ship ...	26th ditto ...	Bombay ...	Elephant Point (Rangoon River.)	In ballast ...
11	*Henry Miller* ...	448	British barque ...	26th ditto ...	Vizagapatam ...	Colombo ...	Grain; value not given
12	*Sattyavattee* ...	114·3	British Indian schooner.	28th ditto ...	Chittagong ...	Point de Galle ...	Not stated ...

DURING THE YEAR 1879.

Whether casualty occurred in daylight or in darkness.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	60 yards east of the outer black buoy, Kurnafooli river.	Chittagong Coast.	Stranding. Carelessness of pilot ...	None lost ...	None lost.
Darkness ...	Off Keamari Bunder, Kurrachee Harbour.	Sind Coast ...	Collision. Carelessness of master of native craft.	Ditto ...	Ditto.
Ditto ...	Ditto ...	Ditto ...	Collision. Carelessness of master ...	Ditto ...	Ditto.
Daylight ...	Rice hill bearing N.E. by N. ½ N, eastern port boundary mark S. E., in 2½ fathoms of water, Kurnafooli river.	Chittagong Coast.	Collision with barque *Albuera*; cause unknown.	Ditto ...	Ditto.
Ditto ...	On the edge of the sand in Bellary Channel.	Hooghly river	Grounding. Unavoidable ...	Ditto ...	Ditto.
Ditto ...	In mid-channel abreast of the Upper Western Eden Buoy.	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
Ditto ...	On the edge of the mud flat opposite Deep Water Point, Rangoon river.	Burma Coast...	Grounding. Carelessness of pilot...	Ditto ...	Ditto.
Darkness ...	At Sonapur, near Gopalpur ...	Madras Coast	Stranding. Carelessness of master	One lost ...	Ditto.
Daylight ...	Off the Government Dockyard, Kidderpore.	Hooghly river	Collision with the *Comet*. Carelessness of pilot of the *Undaunted*.	None lost ...	Ditto.
Darkness ...	35 miles west-south-west of Barberyn	Ceylon Coast	Collision. Want of lights on *Henry Miller*.	Ditto ...	...
Ditto ...	Ditto ...	Ditto ...		Ditto ...	None lost.
Ditto ...	Off [illegible]'s [illegible] river.	Chittagong Coast.	Collision [illegible]	Ditto ...	...

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
13	*Patna* ...	1132	British screw steamer.	3rd February	Hodeidah and Jiddah.	Kurrachee ...	General; value not reported.
14	*Helen Wallace* ...	588	British Indian barque.	4th ditto ...	Singapore ...	Negapatam ...	In ballast ...
15	*Hatool Burer* ...	269½	Native brig ...	4th ditto ...	Negapatam ...	Akyab ...	Ditto ...
16	*Yeshwanti* ...	27	British Indian muchwa.	7th ditto ...	Calicut ...	Anjanvel ...	Cocoanuts, coir yarn, gunny bags, &c.; value not given.
17	*Nankin* ...	1830	British screw steamer.	13th ditto ...	Calcutta ...	Rangoon ...	General; value unknown
18	*Horace* ...	1059	Ditto ...	18th ditto ...	Rangoon ...	Malta ...	1,800 tons rice; value not reported.
19	*Lawrence Nairne* ...	293	British barque ...	19th ditto ...	Undergoing repairs in	dock.	
20	*Mussaffa* ...	479	Native bagla ...	22nd ditto ...	Kurrachee ...	Bombay ...	Wool, goats' and sheep's value unknown.
21	*Tenasserim* ...	1760	Indian Government screw steamer.	22nd ditto ...	Bombay ...	Kurrachee ...	Government stores; value unknown.
22	*Birma* ...	1026	Norwegian ship ...	22nd ditto ...	Rangoon ...	The Channel ...	Rice; value not reported
23	*British Queen* ...	404	British barque ...	25th ditto ...	Cochin ...	London ...	350 tons general; value not stated.
24	*Chrysomene* ...	1777	British ship ...	28th ditto ...	Liverpool ...	Calcutta ...	Salt; value not reported.

DURING THE YEAR 1879—*continued.*

Whether casualty occurred in daylight or in darkness.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	On a pinnacle rock off the north-east point of Erg-el-Allem, Jiddah, outer harbour.	Red Sea ...	Stranding. Unavoidable ...	None lost ...	None lost.
Ditto ...	In Negapatam roads in 4½ fathoms of water.	Coromandel Coast.	Collision. Currents ...	Ditto ...	...
Ditto ...	Ditto ...	Ditto ...		Ditto ...	...
Darkness ...	In Anjanvel Creek ...	Bombay Coast	Foundering. Carelessness of tindal	Ditto ...	Partially lost, valued at Rs. 185.
Daylight ...	On the bank close to crossing mark at Jar Maker's Reach.	Hooghly river	Grounding. Unavoidable ...	Ditto ...	None lost.
Ditto ...	Off Dallah, in the Rangoon river ...	Burma Coast...	Grounding. Carelessness of master	Ditto ...	Ditto.
Darkness ...	Below Dallah Creek, Rangoon river	Ditto ...	Fire. Carelessness of cook ...	Ditto ...	...
Ditto ...	Latitude 19° 10′ N., and longitude 72° 10′ E.	Arabian Sea ...	Collision. Carelessness of master	Ditto ...	None lost.
Ditto ...	Ditto ...	Ditto ...		Ditto ...	Ditto.
Daylight ...	Latitude 16° 19′ N., and longitude 96° 20′ E., entrance to Rangoon river.	Burma Coast...	Grounding. Carelessness of pilot ...	Ditto ...	Ditto.
Ditto ...	On the southern sand spit at the entrance to Cochin river, latitude 9° 57′ 50″ N., and longitude 74° 14′ 15″ E.	Malabar Coast	Grounding. Unavoidable ...	Ditto ...	Ditto.
Ditto ...	On the Noorpoor lumps, near Hooghly Point.	Hooghly river	Ditto. Ditto ...	Ditto ...	Ditto.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
25	*Prince Lucien* ...	1549	British ship ...	1st March ...	Bombay ...	Rangoon ...	In ballast ...
26	*Dranpadee* ...	4¾	British Indian muchwa.	2nd ditto ...	Malwan ...	Nerurehapar (Malwan Taluka.)	Chunam; value Rs. 66
27	*Daria Bahadur* ...	16¾	Ditto ...	3rd ditto ...	Honore ...	Cannanore ...	Paddy, pulse, casks, &c.; value unknown.
28	*Khanderao* ...	5	Ditto ...	4th ditto ...	Kundari Id. ...	Bombay ...	Firewood; value Rs. 35
29	*Slieve Donard* ...	1498	British ship ...	4th ditto ...	Calcutta ...	Dundee ...	Jute; value not stated
30	*Dhulap* ...	19	British Indian muchwa.	9th ditto ...	Nowghur (Basseen Taluka)	Bombay ...	Grass ...
31	*St. George* ...	1059 $\frac{22}{100}$	British screw steamer.	13th ditto ...	London ...	Ditto ...	1,800 tons general; value not reported.
32	*Lennox* ...	1233	British barque ...	15th ditto ...	Liverpool ...	Calcutta ...	Salt; value not stated...
33	*Eros* ...	1155	British screw steamer.	19th ditto ...	Cardiff ...	Bombay ...	Coals; value not reported
34	*Bhowani* ...	16½	British Indian mahagiri.	19th ditto ...	Ghora Bunder (north of Bombay)	Ditto ...	Straw ...
35	*Lady Bird* ...	497	British barque ...	24th ditto ...	Java ...	Rangoon ...	In ballast ...
36	*Lakshmi* ...	10	British Indian muchwa.	24th ditto ...	Duntora ...	Mahim and Bombay.	2,300 bundles grass, of nominal value.

DURING THE YEAR 1879—*continued.*

Whether casualty occurred in daylight or in darkness.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	On the Baragua flat, in latitude 15° 35′ N. and longitude 94° 58′ E., Gulf of Martaban.	Burma Coast...	Grounding. Not using the lead ...	None lost ...	...
Ditto ...	Off Tiracol river ...	Bombay Coast	Stranding. Stress of weather ...	Ditto ...	Totally lost.
Ditto ...	At the mouth of Honore river ...	Ditto ...	Grounding. Stress of weather ...	Ditto ...	Partially lost; value Rs. 1,274.
Not stated ...	At Keyim, entrance to Bombay Harbour.	Ditto ...	Foundering. Stress of weather ...	Ditto ...	Totally lost.
Daylight ...	In Bellary Channel, near the Red Nun Buoy.	Hooghly river	Grounding. Unavoidable ..	Ditto ...	None lost.
Ditto ...	South of the Tannah Railway Bridge	Bombay Coast	Stranding. Stress of weather ...	Ditto ...	Totally lost.
Ditto ...	8 miles from Suez, at the entrance of the Bitter Lake, Gulf of Suez.	Red Sea ...	Grounding. Carelessness of pilot ...	Ditto ...	None lost.
Ditto ...	On the flat inside of No. 4 Track, Eastern Gut.	Hooghly river	Grounding. Unavoidable ...	Ditto ...	Ditto.
Ditto ...	Latitude 15° 43′ N., and longitude 59° 30′ E.	Arabian Sea ...	Damage to engines. Unavoidable	Ditto ...	Ditto.
Ditto ...	At Ghora Bunder, Basseen river ...	Bombay Coast	Capsized. Stress of weather ...	Ditto ...	Totally lost, valued at Rs. 56.
Darkness ...	Off Dallah, opposite the town in Rangoon river.	Burma Coast...	Fire. Carelessness of master ...	Ditto ...	...
Daylight ...	About 4 miles to the west of Pos Pir Rock, entrace to Basseen river.	Bombay Coast	Foundering. Stress of weather ...	Ditto ...	Totally lost.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
37	*Bessie H.* ...	864	British barque ...	29th March ...	Chittagong ...	Mauritius ...	20,000 bags rice, valued at Rs. 1,20,000.
38	*Belle of Bath* ...	1417	American ship ...	1st April ...	Bombay ...	Rangoon ...	400 tons stone ballast...
39	*Chupra* ...	1720	British screw steamer.	4th ditto ...	Calcutta ...	Bombay ...	General; value not reported.
40	*Madras* ...	1079	Ditto ...	7th ditto ...	Bassein ...	Port Said for orders.	2,143 tons rice ...
41	*Bhowani* ...	5¾	British Indian muchwa.	9th ditto ...	Bombay ...	Thull (south of Bombay).	Not stated ...
42	*Ahmeenor Rohman* ...	202	British Indian brig	11th ditto ...	Rangoon ...	Negapatam ...	Paddy, oil-cake, and rice; value unknown.
43	*Stree Juganayakulu* ...	127	Ditto ...	12th ditto ...	Moulmein ...	Madras ...	Paddy; value not reported.
44	*Stamboul* ...	1095	British Indian ship	13th ditto ...	Madras ...	Moulmein ...	Sundries, valued at Rs. 2,000.
45	*Albert* ...	53	British tug steamer	13th ditto ...	Employed as a tug steamer on the Bassein river.		
46	*Constance* ...	182	Indian Government schooner.	13th ditto ...	Ordered to proceed to sea from Port Blair in search of a raft with three men upon it.		
47	*Faizal Careem* ...	226	British Indian barque.	14th ditto ...	Rangoon ...	Madras *viâ* Masulipatam.	Paddy; value Rs. 4,500
48	*Meera Saib* ...	222	British Indian brig	14th ditto ...	Moulmein ...	Madras ...	230 tons timber, valued at Rs. 6,500.

DURING THE YEAR 1879—*continued.*

Whether casualty occurred in daylight or in darkness.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	About 20 yards north of the outer Black Buoy, entrance to Kurnafooli river.	Chittagong Coast.	Grounding. Unavoidable ...	None lost ...	None lost.
Darkness ...	North-north-east of the China Bakeer lighthouse, distant 1¼ mile.	Burma Coast...	Stranding. Carelessness of master	Ditto ...	...
Daylight ...	On the bank below Garden Reach ...	Hooghly river	Grounding. Unavoidable ...	Ditto ...	None lost.
Darkness ...	Latitude 6° 37′ N., and longitude 75° 6′ E.	Indian Ocean	Damage to engines. Unknown ...	Ditto ...	Ditto.
Daylight ...	Near Kundari Island Fort ...	Bombay Coast	Capsized. Stress of weather ...	Ditto ...	...
Not stated ...	Latitude 11° N., and longitude 94° E. (to the east of the Little Andamans).	Andaman Islands.	Loss of masts, &c. Stress of weather	Ditto ...	Partially lost; value not stated.
Darkness ...	Latitude 11° 39′ N., and longitude 94° 10′ E. (to the east of the Andamans).	Ditto ...	Sprung a leak. Stress of weather...	Ditto ...	Partially lost, to the extent of Rs. 1,000.
Not stated ...	Latitude 14° 62′ N., and longitude 96° 48′ E., Gulf of Martaban.	Burma Coast...	Loss of masts, &c. Stress of weather	Ditto ...	None lost.
Darkness ...	On the rocks south-east of Hengie Island, entrance to Bassein river.	Ditto ...	Stranding. Carelessness of master	Ditto ...	...
Ditto ...	South entrance of harbour, Port Blair.	Andaman Islands.	Grounding. Unavoidable ...	Ditto ...	...
...	East of the Andamans ...	Bay of Bengal	Loss of masts, &c. Stress of weather	Ditto ...	Partially lost; value Rs. 500.
...	Latitude 13° 23′ N., and longitude 94° 30′ E., (to the east of the Andamans).	Ditto ...	Ditto. Ditto ...	Ditto ...	None lost.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
49	*Rasa Hoojim* ...	134	British Indian schooner.	14th April ...	Moulmein ...	Madras ...	100 tons timber, valued at Rs. 3,500.
50	*Stree Runganaikulu* ...	401	British Indian barque.	14th ditto ...	Ditto ...	Ditto ...	About 300 tons timber, valued at Rs. 12,317.
51	*Zulheig* ...	117	British Indian schooner.	15th ditto ...	Ditto ...	Port Blair ...	In ballast ...
52	*Bhavani* ...	6½	British Indian muchwa.	16th ditto ...	Thull ...	To seaward ...	None ...
53	*Kepler* ...	1205	British screw steamer.	18th ditto ...	Birkenhead ...	Rangoon ...	2,134 tons coal; value not reported.
54	*Norval* ...	1427	British ship ...	20th ditto ...	Dunedin (New Zealand).	Calcutta ...	Not stated ...
55	*Castore* ...	1342	Austrian screw steamer.	20th ditto ...	Calcutta ...	Trieste, *vid* Suez Canal.	General; value not reported.
56	*William Burkitt* ...	1231 $\frac{99}{100}$	British screw steamer.	20th ditto ...	Rangoon ...	Bombay ...	2,200 tons rice; value not stated.
57	*Egbert* ...	1110	Ditto ...	23rd ditto ...	Newcastle ...	Ditto ...	1,918 tons coal and coke; value not given.
58	*City of Ningpo* ...	986	British ship ...	3rd May ...	London ...	Calcutta ...	General; value not stated.
59	*Iron Duke* ...	1435	Ditto ...	5th ditto ...	Calcutta ...	Dundee ...	Jute, saltpetre, and stone ballast; value not stated.
60	*Satara* ...	820	British screw steamer.	7th ditto ...	Port Blair ...	Calcutta ...	In ballast.

DURING THE YEAR 1879—*continued.*

Whether casualty occurred in daylight or in darkness.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
...	Gulf of Martaban ...	Bay of Bengal	Loss of masts, &c. Stress of weather	None lost ...	None lost.
...	Latitude 14° 40′ N., and longitude 96° 42′ E., Gulf of martaban.	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
...	35 miles off Port Cornwallis, in the Andamans.	Andaman Islands.	Ditto. Ditto ...	Ditto ...	...
Darkness ...	Near Kundari Island Fort ...	Bombay Coast	Collision with *Bokhara*. Want of lights in the muchwa.	Ditto	...
Daylight ...	Latitude 15° 25′ N., and longitude 95° 15′ E., Baragua flats.	Burma Coast...	Stranding. Currents ...	Ditto ...	1,500 tons coal lost value not known.
Ditto ...	On the Mizen Sand, near Saugor ...	Hooghly river	Grounding. Unavoidable ...	Ditto ...	...
Ditto ...	On the head of Melancholy Sand ...	Ditto ...	Grounding. Tide ...	Ditto ...	None lost.
Ditto ...	On a sand bank in Rangoon river ...	Burma Coast	Grounding. Carelessness of pilot...	Ditto ...	Ditto.
Darkness ...	About 5 miles south-south-west of the North Fort, Mokha.	Red Sea ...	Grounding. Current ...	Ditto ...	100 tons jettisoned; value not given.
Daylight ...	On the edge of the Long Sand below the Spit Buoy, Sandheads.	Hooghly river	Grounding. Unavoidable ...	Ditto ...	None lost.
Ditto ...	On the flat above Fisherman's Point	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
Ditto ...	Fulta Point ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
61	*Respigadera* ...	1629	British ship ..	11th May ...	Calcutta ...	London ...	General; value not stated.
62	*Reigate* ...	996	British barque ...	11th ditto ...	Ditto ...	Mauritius ...	Not stated.
63	*Eswanti* ...	14½	British Indian muchwa.	12th ditto ...	Tiracol ...	Vingorla ...	Cocoanuts.
64	*Sakri Salamati* ...	4½	Ditto ...	13th ditto ...	Carija Island ...	Sai ...	Groceries, &c.
65	*Charley* ...	770	American barque ...	16th ditto ...	Colombo ...	Aleppy ...	Oil, coir, and plumbago; value not reported.
66	*Daria Dowlut* ...	8½	British Indian muchwa.	17th ditto ...	Wagotna ...	Bombay ...	21 candies paddy; value not given.
67	*Clan Ranald* ...	1356	British screw steamer.	17th ditto ...	Point de Galle ...	Falmouth ...	Rice; value not reported.
68	*Culna* ...	1532 $\frac{55}{100}$	Ditto ...	19th to 22nd May.	Rangoon ...	Negapatam ...	Ditto
69	*Solway* ...	510	Ditto ...	22nd May ...	Bandar Abbas ...	Constantinople ...	General; value not stated.
70	*Krishna* ...	198 $\frac{55}{100}$	Ditto ...	23rd ditto ...	Panjim (Goa). ...	Bombay ...	In ballast.
71	*Brenhilda* ... (See note on wreck of *Ava*, No. 255.)	1321	British ship ...	24th ditto ...	Algoa Bay ...	Calcutta ...	Ditto
72	*Lady Lycett* ...	1198 $\frac{15}{100}$	British screw steamer.	23rd to 28th May.	Bombay ...	Liverpool ...	General; value not reported.

DURING THE YEAR 1879—*continued.*

Whether casualty occurred in daylight or in darkness.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Darkness ...	Between Garden Reach and Camberbatches Point.	Hooghly river	Collision. Mistaking 15 fathoms shackle for 30 fathoms shackle.	None lost ...	None lost.
Ditto ...	Ditto ditto ...	Ditto ...		Ditto ...	Ditto.
...	At the entrance of Tiracol river ...	Bombay Coast	Capsized. Carelessness of master ...	Ditto ...	Rs. 250 worth damaged.
Daylight ...	At the entrance of Rajpuri river, between Peerwadi and Danda.	Ditto ...	Capsized. Stress of weather ...	Ditto ...	Partially lost; value Rs. 268.
Darkness ...	Latitude 8° 3′ N., and longitude 77° 58′ E.	Gulf of Manaar	Grounding. Current ...	Ditto ...	None lost.
...	Near Rameri, in Wagotna river ...	Bombay Coast	Stranding. Stress of weather ...	Ditto ...	Partially lost; value Rs. 216.
...	Arabian Sea ...	Arabian Sea ...	Sprung a leak. Stress of weather	Ditto ...	100 tons jettisoned; value not reported.
...	Bay of Bengal ...	Bay of Bengal	Loss of spars, &c. Cyclone ...	Ditto ...	Damaged; amount not known.
Darkness ...	About 50 miles south-south-east of Bushire.	Persian Gulf...	Fire. Unknown. ...	Ditto ...	Partially lost; value not known.
...	On the sandy beach, about 500 yards to the northward of Reri Fort, near Vingorla.	Bombay Coast	Stranding. Stress of weather ...	Ditto ...	...
Darkness ...	70 miles south-west of the Eastern Channel light-vessel.	Bay of Bengal	Collision with the S. S. *Ava*. Carelessness of master.	Ditto ...	...
...	On voyage ...	Arabian Sea ...	Sprung a leak. Stress of weather	One lost ...	None lost.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
73	*C. K. Sanoondarry* ...	574	British Indian schooner.	27th May ...	Alleppi ...	Nagapatam ...	1,261 maunds paddy, valued at Rs. 15,766.
74	*City of Carthage* ...	2651	British screw steamer.	27th ditto ...	Liverpool ...	Calcutta ...	General; value not reported.
75	*Henriette* ...	690	French barque ...	28th ditto ...	Bourbon and Mauritius.	Ditto ...	In stone ballast.
76	*Henrietta* ...	1065	British barque ...	31st ditto ...	Bombay ...	Liverpool ...	General; value not stated.
77	*Belfast* ...	1865	British ship ...	31st ditto ...	Liverpool ...	Calcutta ...	Salt; value not given.
78	*Hanumanth Prasad* ...	$23\frac{124}{160}$	British Indian pattimar.	These vessels were damaged during the cyclonic storm and subsequent heavy weather which occured on the West Coast of India during the latter part of May 1879.	Calicut ...	Mangalore ...	Castor-oil and saltpetre; value not stated.
79	*Jadeva* ...	69	Native battalla ...		Beypore ...	Bombay ...	32 tons timber logs and saplings; value not given.
80	*Vijiliprasad* ...	Not known	Native padow ...		Penány ...	Broach ...	Gunny bags and cocoanuts; value not reported.
81	*Padarth* ...	$69\frac{1}{2}$	Native battalla ...		Mangalore ...	Bombay ...	41 tons rice, copra, horns, &c.; value not given.
82	*Rámbán Balát* ...	$22\frac{3}{4}$	British Indian pattimar.		Hangarakotta (Barkur.).	Malwan ...	$19\frac{1}{2}$ tons rice, turmeric, and coir; value Rs. 2,135.
83	*Cullianpursad* ...	$129\frac{10}{100}$	British Indian ganja.		Bombay ...	Calicut ...	Casks, &c. ...
84	*Motiprasad* ...	16	British Indian suvala.		Cumta ...	Canacon ...	Copper sheets; value not stated.

DURING THE YEAR 1879—*continued.*

Whether casualty occurred in daylight or in darkness.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
...	Latitude 14° N., and longitude 90° E.	Bay of Bengal	Loss of masts, &c. Stress of weather.	None lost ...	None lost.
Daylight ...	Westward of No. 1 Trask, Eastern Gut, James and Mary's shoal.	Hooghly river	Grounding. Unavoidable. ...	Ditto ...	Ditto.
Ditto ...	Western Gut, James and Mary's shoal.	Ditto ...	Ditto. Ditto ...	Ditto ...	.....
Ditto ...	On the Middle Ground Shoal, Bombay Harbour.	Bombay Coast	Stranding. Carelessness of pilot ...	Ditto ...	None lost.
Darkness ...	Eastward of the Chagos Archipelago, in latitude 8° 26' S., and longitude 81° 40' E.	South Indian Ocean.	Loss of masts, &c. Stress of weather.	Ditto ...	Ditto.
Daylight ...	100 yards south of the entrance to Causergode river.	Malabar Coast	Stranding. Cyclone ...	Ditto ...	Partially lost; value Rs. 183.
Ditto ...	Off Oopla, one and a half mile south of Munjeshwar.	Bombay Coast	Ditto Ditto ...	One lost ...	Partially lost, to the amount of Rs. 273.
Ditto ...	Off Codee, to the north of Mangalore	Ditto ...	Ditto. Ditto ...	None lost ...	Partially lost, to the value of Rs. 590.
Ditto ...	Off Cunnyteerta, about 2 miles north of Munjeshwar.	Malabar Coast	Ditto. Ditto ...	Two lost ...	Partially lost; value Rs. 9,634.
Darkness ...	Three miles off Munnoor ...	Bombay Coast	Ditto Ditto ...	None lost ...	Totally lost.
Daylight ...	About 5 miles south of Codee ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value Rs. 122.
Ditto ...	Off Tudri Creek ...	Ditto ...	Ditto. Ditto ...	Ditto ...	None lost.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of Casualty.	Whence bound.	Whither bound.	Cargo and its total value.
85	*Yeshwantee* ...	7	British Indian muchwa.	These vessels were damaged during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India during the latter part of May 1879.	Ratnagiri ...	Anjanvel ...	Rice, valued at Rs. 255
86	*Luxmee* ...	6	Ditto.		Belapore (in Panwell river).	Bombay ...	Straw ...
87	*Yamuaprasad* ...	6¼	British Indian gulbut.		Vingorla ...	Deoghur ...	Copra and oil; value Rs. 150.
88	*Dowlatprasad* ...	51¼	Native kotia ...		Ditto ...	Bombay ...	Cotton; value not known.
89	*Sallamati* ...	80	Native battalla ..		Bombay ...	Vingorla ...	None ...
90	*Bhavani* ...	4	Native muchwa ...		Vingorla ...	Bombay ...	Mangoes; value Rs. 100
91	*Suryaban* ...	25	British Indian craft.		Cumta ...	Ditto ...	Cotton; value not reported.
92	*Eswanti* ...	20¼	British Indian muchwa.		Goa ..	Jaitapur ...	Cocoanuts and mangoes; value not stated.
93	*Armobakhas* ...	38	British Indian padow.		Ponany ...	Broach ...	Cocoanuts and gunny bags; value not reported.
94	*Nendoo* ...	5⅓	British Indian craft		Malwan ...	Not given ...	2,000 cadjans; value not given.
95	*Mahamadi* ...	9⅓	Ditto ...		Bombay ...	Malwan ...	Not stated ...
96	*Palkee* ...	7	British Indian muchwa.		Nuti ...	Ditto ...	Ditto ...

DURING THE YEAR 1879—*continued.*

Whether casualty occurred in daylight or in darkness.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Darkness ...	At Tolkeshwar, entrance of Wáshishti river.	Bombay Coast	Stranding. Cyclone ...	Two lost ...	Totally lost.
Daylight ...	Near Elephanta Island, Bombay Harbour.	Ditto ...	Foundering. Ditto ...	None lost ...	Ditto.
Ditto ...	At Nuti ...	Ditto ...	Stranding. Ditto ...	Ditto ...	Ditto.
Ditto ...	Off Bhugwee, to the north of Nuti	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value unknown
Ditto ...	Vingorla Harbour ...	Ditto ...	Ditto. Ditto ...	Ditto ...	None lost.
Ditto ...	Off Nuti ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.
Ditto ...	On Koora Rocky Island, north of Malwan Harbour.	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; amount not known.
Ditto ...	At Tondowlee, about 5 miles north of Malwan.	Ditto ...	Ditto. Ditto ...	Two lost ...	Partially lost; value Rs. 100.
Ditto ...	Off Tudri Creek ...	Ditto ...	Ditto. Ditto ...	None lost ...	Partially lost, to the extent of Rs. 100.
Ditto ...	Malwan Harbour ...	Ditto ...	Ditto. Ditto ...	Ditto ...	None lost.
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	.....
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Ditto ...	.....

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
97	*Ramban* ...	7½	British Indian muchwa.	These vessels were damaged during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India during the latter part of May 1879.	Bankot ...	Malwan ...	Not stated ...
98	*Yeshwanti* ...	3¾	Ditto ...		Bombay ...	Poranghur ...	Oil, grain, copper, &c., valued at Rs. 525.
99	*Hoosaini* ...	3¾	Ditto ...		Panjim ...	Ratnagiri ...	Salt and fishing nets; value Rs. 60.
100	*Dasarath* ...	19¾	British Indian gulbut.		Tiracol ...	Bombay ...	16,000 mangoes, valued at Rs. 600,
101	*Hurri Pursad* ...	9½	British Indian muchwa.		Jaitapur ...	Malwan ...	Not known ...
102	*Mamudi* ...	6	Ditto ...		Goa ...	Ratnagiri ...	Fishing nets and salt; value not given.
103	*Luxmi* ...	4¼	Native hodi ...		Kochra ...	Bombay ...	15,500 mangoes, valued at Rs. 350.
104	*Palki* ...	15	British Indian pattimar.		Pigeon Island ...	Bankot ...	Cocoanuts, cocoanut kernels, &c.; value Rs. 1,500.
105	*Darya Bahadur* ...	9	British Indian craft			At anchor.	None ...
106	*Daria Dowlut* ...	18	British Indian sebeua.		Mombri (near Deoghur).	Bankot ...	1,800 cocoanuts; value not reported.
107	*Kantipursad* ...	29⅓	British Indian pattimar.		Vingorla ...	Rajapur ...	Cocoanuts, coir yarn, &c.; value not given.
108	*Eswanti* ...	18	British Indian muchwa.		Ditto ...	Malwan ...	None ...

DURING THE YEAR 1879—*continued.*

Whether casualty occurred in daylight or in darkness.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ..	Malwan Harbour ...	Bombay Coast.	Stranding. Cyclone ...	None lost ...	.....
Ditto ...	On Rundpar Rocks, north-east end of Páos Bay.	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.
Ditto ...	Malwan Harbour ...	Ditto	Ditto. Ditto ...	Ditto ...	Ditto.
Ditto ...	Three miles north of Malwan ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
.....	Near Viziadurg ...	Ditto ...	Ditto. Ditto ...	Two lost ...	.....
Daylight ...	Malwan Harbour ...	Ditto ...	Ditto. Ditto ...	None lost ...	None lost.
Ditto ...	Near Koora Rocky Island, 3 miles north of Malwan.	Ditto ...	Ditto. Ditto ...	Ditto ...	Totally lost.
Ditto ...	Ditto ...	Ditto ...	Ditto. Ditto ...	Two ost ...	Ditto.
Ditto ...	Malwan Harbour	Ditto ...	Ditto. Ditto ...	None lost ...	.....
Ditto ...	Three miles north of Malwan ...	Ditto ...	Ditto. Ditto ...	One lost ...	Partially lost; value unknown.
Ditto ...	Off Tarkurli, a sub-port of Malwan	Ditto ...	Ditto. Ditto ...	None lost ...	Partially lost; value Rs. 1,000.
Ditto ...	Six miles south of Malwan ...	Ditto ...	Ditto. Ditto ...	Ditto ...	.....

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
109	*Yeshwanti* ...	14¼	British Indian padow.	These vessels were damaged during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India during the latter part of May 1879.	Carija Island ...	Ratnagiri ...	432 maunds salt; value Rs. 1,110.
110	*Poonwa* ...	6¼	British Indian muchwa.		Bombay ...	Revdanda ...	None ...
111	*Mucheri* ...	10¾	British Indian padow.		Borlai (Hubshis Territory.)	Bombay ...	Firewood; value not stated.
112	*Ratnagiri* ...	52	British Indian battalla.		At anchor.		None ...
113	*Speed* ...	44	British barge ...		Ditto.		Ditto ...
114	*Dalhousie* ...	Not known	Indian Government steamer.		At moorings ...		...
115	*Luxmee* ...	15¾	British Indian mahagiri.		Kallian ...	Mora (east of Bombay Harbour)	21½ tons mowah flower, valued at Rs. 1,291.
116	*Machmior* ...	Not known	British Indian padow.		Penn ...	Viziadurg ...	Paddy and grain, valued at Rs. 600.
117	*Ganesh Prasad* ...	Ditto	British Indian muchwa.		Herni ...	Bombay ...	None ...
118	*Narayan Prasad* ...	7½	Ditto ...		Poranghur ...	Ditto ...	Firewood; value not reported.
119	*Lukhmi Puesa* ...	49	Native padow ...		Beypore ...	Cutch ...	Coir, molasses, chillies, &c., valued at Rs. 3,000.
120	*Ruparel* ...	43⅛	Native kotia ...		Bombay ...	Carwar ...	Grain, copper, piece-goods, &c.; value not reported.

DURING THE YEAR 1879—*continued.*

Whether casualty occurred in daylight or in darkness.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Darkness	Off Nocar, in Bombay Harbour ...	Bombay Coast	Foundering. Cyclone ...	None lost ...	Totally lost.
Daylight ...	Off Korlai Fort, entrance to Kundalika river.	Ditto ...	Stranding. Ditto ...	Ditto ...	.....
Ditto ...	On Chaul Kadu Reef	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value Rs. 39.
Darkness ...	In Mody Bay, Bombay Harbour ...	Ditto ...	Foundering. Ditto ..	Ditto ...	... ...
Ditto ...	Ditto	Ditto ...	Ditto. Ditto ...	Ditto. ...	... ...
Ditto ...	Between the Apollo and Arthur Bunders, Bombay.	Ditto ...	Stranding. Ditto ...	Ditto. ...	.....
Daylight ...	Near Mora Bunder, Bombay Harbour	Ditto ...	Foundering. Ditto ...	Ditto ...	Partially lost, to the extent of Rs. 1,275.
Ditto ...	At Kelsee, to the south of Bankot	Ditto ...	Stranding. Ditto ...	Ditto ...	Totally lost.
Ditto ...	Off Herni, ten miles south of Bankot	Ditto ...	Ditto. Ditto ...	Ditto ...	.....
Ditto ...	At Mathana, a sub-port of Kilwa Mehim.	Ditto ...	Ditto. Ditto ...	Ditto ...	Partially lost; value Rs. 60.
Ditto ...	Near Márat	Malabar Coast	Ditto. Ditto ...	Ditto ...	Partially lost; amount Rs. 2,000.
Ditto ...	Off Unjurli, about two miles north of Herni.	Bombay Coast	Ditto. Ditto ...	Ditto ...	Partially lost; value Rs. 6,000.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
121	*Cyrene*	709	British screw steamer.	1st June ...	Moulmein ...	Port Said and Malta.	Rice; value not given
122	*Souverain* ...	665	French barque ...	5th ditto ...	Calcutta ...	Bourbon ...	1,000 tons grain, valued at Rs. 1,10,800.
123	*Artist*	1371	British ship ...	10th ditto ...	Liverpool ...	Calcutta ...	1,756 tons salt; value Rs. 39,000.
124	*Thessaly*	1243	British screw steamer.	17th ditto ...	Bombay ...	Havre ...	1,878 tons cotton, coffee, and seeds; value £80,000.
125	*Nebo*	1383	British ship ...	18th ditto ...	Bassein ...	Falmouth ...	2,015 tons rice, valued at £14,105.
126	*Chrysomene* ...	1778	Ditto ...	20th ditto ...	Calcutta ...	Dundee ...	Jute, value not known
127	*Egbert* ...	1114	British screw steamer.	20th ditto ...	Bombay ...	Liverpool ...	Not reported ...
128	*Lady Lycett* ...	1198	Ditto ...	20th ditto ...	Ditto ...	Ditto ...	General; value not stated.
129	*Celtic Monarch* ...	1308	Ditto ...	20th ditto ...	Port Said ...	Penang ...	General; value not given.
130	*Clan Gordon* ...	1354	Ditto ...	21st ditto ...	Point de Galle ...	Malta ...	Rice; value not stated
131	*Palkee* ...	4½	British Indian muchwa.	25th ditto ...	Bassein ...	Bombay ...	Fruit; value Rs. 100 ...
132	*Copenhagen* ...	876	British ship ...	27th to 29th June.	False Point ...	Colombo ...	1,050 tons rice; value not given.

DURING THE YEAR 1879—*continued.*

Whether casualty occurred in daylight or in darkness.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	On the south-east side of York Shoal, Trincomali	Ceylon Coast	Grounding. Carelessness of master	None lost ...	None lost.
...	Latitude 19°14′ N., and longitude 87° 25′ E.	Bay of Bengal	Damage to hull. Stress of weather	Ditto ...	41 bags of grain damaged; loss Rs. 176.
...	Latitude 37°39′ S., and longitude 19° 31′ E.	South Indian Ocean.	Loss of masts, &c. Ditto ...	Ditto ...	None lost.
Darkness ...	Inside of the Azalea Rock, south-east of Perim Island.	Red Sea ...	Stranding. Carelessness of master	Ditto ...	Partially lost; value unknown.
Ditto ...	On a mud bank near Yea-jone Creek, Bassein river.	Burma Coast...	Grounding. Carelessness of pilot ...	Ditto ...	None lost.
Daylight ...	On the sand at Melancholy Point ...	Hooghly river	Grounding. Unavoidable ...	Ditto ...	Ditto.
Ditto ...	Unknown ...	Gulf of Aden	Damage to engines. Unknown ...	Ditto ...	Ditto.
Ditto ...	Aden Harbour ...	South Coast of Arabia.	Ditto. Ditto	Ditto ...	Ditto.
Darkness ...	On the 18 feet patch, in latitude 12° 57′ N., and longitude 43° 2′ E.	Red Sea ...	Grounding. Strong current ...	Ditto ...	Partially lost; value not known.
Daylight ...	Unknown ...	Arabian Sea ...	Damage to hull. Stress of weather	Ditto ...	None lost.
Ditto ...	In mid-channel, opposite the Trombay light, Tannah river, Bombay Harbour.	Bombay Coast	Foundering. Stress of weather ...	Ditto ...	Totally lost.
Both ...	Latitude 19° 30′ N., and longitude 87° 30′ E.	Bay of Bengal	Sprung a leak. Cyclone ...	Ditto ...	Partially lost; value not stated.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
133	*Iskander Sha* ...	790	British Indian barque.	27th to 29th June.	Jiddah ...	Chittagong and Calcutta ...	23,510 maunds salt; value Rs. 12,000.
134	*Victoria* ...	1900	Spanish screw steamer.	3rd July ...	Aden ...	Singapore and Manilla.	General; value not given.
135	*City of Florence* ...	1199 $\frac{70}{100}$	British ship ...	7th ditto ...	Calcutta ...	London ...	General; value not stated.
136	*Canopus* ...	252 $\frac{88}{100}$	Indian Government vessel.	7th ditto ...	Stationed at the Sandheads as "intermediate" light-vessel		
137	*Constance* ...	182	Indian Government schooner.	8th ditto ...	Port Blair ...	Calcutta ...	None ...
138	*Statesman* ...	1220	British screw steamer.	9th ditto ...	Liverpool	Ditto ...	General; value not stated.
139	*Bhowani* ...	7	British Indian muchwa.	10th ditto ...	Panwell	Bombay ...	Bricks and tiles ...
140	*Queen of the Age* ...	757	British ship ...	10th ditto ...	Bombay	Calcutta ...	Salt; value not given ...
141	*Sagoff* ...	693	Turkish barque ...	15th ditto ...	Lingah and Muscat	Ditto ...	Salt; value unknown...
142	*Thunderbolt* ...	1193	British ship ...	15th ditto ...	At anchor		... ...
143	*Surat* ...	1954 $\frac{71}{100}$	British screw steamer.	17th ditto ...	London	Bombay ...	General; value not stated.
144	*Cleta* ...	519	British barque ...	28th ditto ...	Liverpool	Calcutta ...	Salt; value not given ...

DURING THE YEAR 1879—*continued.*

Whether casualty occurred in daylight or in darkness.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Both ...	Latitude 19° 54′ N., and longitude 87° 50′ E.	Bay of Bengal	Sprung a leak. Cyclone ...	One lost ...	Partially lost; value not reported.
...	Latitude 11° 35′ N., and longitude 52° 8′ E.	North-east coast of Africa.	Damage to engines. Cause unknown	None lost ...	None lost.
Daylight ...	Sandheads	River Hooghly	Collision. Unavoidable ...	Ditto ...	Ditto.
Ditto ...	Ditto	Ditto ...		Ditto ...	.....
Ditto ...	Port Blair Harbour	Andaman Islands.	Sank while heaving down. Unknown	Ditto ...	.....
Ditto ...	Latitude 23° 33′ N., and longitude 36° 39′ E.	Red Sea ...	Damage to engines. Unknown ...	Ditto ...	None lost.
Ditto ...	Near Neva Shewa Bunder, Bombay Harbour.	Bombay Coast	Capsized. Overladen	Ditto ...	Totally lost.
...	On the Budge-Budge Sand ...	Hooghly river	Grounding. Unavoidable ...	Ditto ...	None lost.
...	Latitude 19° 32′ N., and longitude 67° 37′ E.	Arabian Sea ...	Sprung a leak. Old and rotten ...	Ditto ...	Partially lost; value not known.
Daylight ...	Bombay Harbour	Bombay Coast	Collision with the ship *Peruvian Congress*. Cause unknown.	Ditto ...	.....
...	Struck the bank, Suez Canal ...	Red Sea ...	Grounding. Unavoidable ...	Ditto ...	None lost.
Daylight ...	Two miles above Huldea river ...	Hooghly river	Ditto. Ditto	Ditto ...	Ditto.

Number.	Name of Vessel	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
145	*Hastings* ...	541	British barque ...	30th July ...	Gopalpur	Havre ...	620 tons cotton seeds and stone ballast; value not stated.
146	*Duke of Sutherland*	2964 88/100	British screw steamer.	31st ditto ...	London	Calcutta *vid* Colombo.	General; value not reported.
147	*Hesperia*	449	British barque ...	31st ditto ...	Colombo	New York ...	Plumbago; value not given.
148	*Chancellor* ...	2052	British screw steamer.	1st August ...	Calcutta ...	London ...	General; value not known.
149	*Iskander Sha* ...	790	British Indian barque.	4th ditto ...	Jiddah and Chittagong.	Calcutta ...	Salt; value not reported.
150	*Loch Eck* ...	1641	British ship ...	9th ditto ...	Calcutta ...	London ...	General; value not given.
151	*Constance* ...	182	Indian Government schooner.	19th ditto ...	Port Blair ...	Calcutta ...	In ballast ...
152	*Bushire* ...	539	British screw steamer.	19th ditto ...	Chittagong ...	Akyab ...	General; value not given.
153	*Cherwell* ...	1169·58	British ship ...	24th ditto ...	Liverpool ...	Chittagong ...	2,575 tons salt; value not stated.
154	*Ægean* ...	841	British screw steamer.	29th ditto ...	Yokohama and Singapore.	New York ...	1,600 tons tea; value not stated.
155	*Blair Athole* ...	1697	British ship ...	3rd September	Negapatam ...	Chittagong ...	Sand ballast ...
156	*Conrad* ...	2280	Dutch screw steamer.	4th ditto ...	Batavia ...	Amsterdam ...	General; value not reported.

DURING THE YEAR 1879—*continued.*

Whether casualty occurred in daylight or in darkness.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	Vizagapatam Roads	Madras Coast	Collision with the S.S. *Chanda*. Unavoidable.	None lost ...	None lost.
Ditto ...	In the outer roads at Colombo, about 1½ mile from the flagstaff.	Ceylon Coast	Collision. Unavoidable ...	Ditto ...	Ditto.
Ditto ...	Ditto	Ditto ...		Ditto ...	Ditto.
Ditto ...	On the bank at Melancholy Reach ...	Hooghly river	Grounding. Ditto ...	Ditto ...	Ditto.
...	Unknown	Bay of Bengal	Sprung a leak. Old and rotten ...	Ditto ...	Partially lost; value not stated.
Daylight ...	On the sand at Melancholy Point ...	Hooghly river	Grounding. Unavoidable ...	Ditto ...	None lost.
Ditto ...	On the flat below Hog river obelisk	Ditto ...	Ditto. ditto ...	Ditto ...	...
Ditto ...	Opposite the Upper Norman Buoy	Chittagong Coast.	Ditto. ditto ...	Ditto ...	None lost.
Darkness ...	Latitude 22° 3′ N., and longitude 91° 31′ E.	Ditto ...	Grounding. Flood-tide ...	Ditto ...	Ditto.
Ditto ...	Latitude 3° S., and longitude 85° E.	Indian Ocean	Damage to engines. Unknown ...	Ditto ...	1,600 packages damaged; value unknown.
Daylight ...	Near the Jooldia Red Buoy, Kurnafooli river.	Chittagong Coast.	Grounding. Carelessness of pilot ...	Ditto ...	...
...	Latitude 12° 26′ N., and longitude 47° 25′ E.	Gulf of Aden ...	Damage to engines. Unknown ...	Ditto ...	None lost.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
157	*Lombardy*	2722	British screw steamer.	13th September	London ...	Calcutta .	Not stated
158	*Lois* ...	380	British barque ...	16th ditto ...	Calcutta ...	Mauritius ...	Ditto ...
159	*Algitha* ...	1872	British screw steamer.	17th ditto ...	Ditto ...	Dundee ...	Jute; value not given ...
160	*Bann* ...	1650	British ship ...	18th ditto ...	London ...	Calcutta ...	General; value not reported.
161	*Parsee* ...	1281	Ditto ...	18th and 19th September.	Chittagong ...	Dundee ...	Not reported ...
162	*Mahadev Prasad* ...	163/94	British Indian padow.	21st September	Mora (Carija Island).	Bombay ...	435 maunds of salt; value not stated.
163	*River Indus* ...	1044	British ship ...	22nd ditto	Calcutta ...	Mauritius ...	General; value not stated.
164	*Lady Lawrence* ...	1407	Ditto ...	25th ditto	Ditto ...	New York ...	Ditto ...
165	*Asia* ...	1766	British screw steamer.	4th October...	Ditto ...	Singapore ...	General; value not reported.
166	*Cæsarea* ...	1257	British ship ...	6th ditto	Ditto ...	Dundee ...	Jute; value not given
167	*Strathblane* ...	1364	Ditto ...	19th ditto	Ditto ...	New York ...	Jute; value not stated
168	*Duke of Lancaster* ...	3010	British screw steamer.	21st ditto	Ditto ...	London ...	Hides, jute, tea, &c.; value not given.

DURING THE YEAR 1879—*continued.*

Whether casualty occurred in daylight or in darkness.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight	At Diamond Harbour	Hooghly river	Damage to engines. Unknown	None lost	None lost.
...	At Garden Reach	Ditto	Damage to hull. Unavoidable	Ditto	Ditto.
Daylight	On Melancholy Sand	Ditto	Grounding. Unavoidable	Ditto	Ditto.
...	On the flat, midway between Fisherman's Point and Upper Fulta mark.	Ditto	Ditto. Ditto	Ditto	Ditto.
Both	On the mud, entrance to Kurnafooli river.	Chittagong Coast.	Ditto. Strong tides	Ditto	Ditto.
—	Off Mora, Shastri river	Bombay Coast	Foundering. Old and rotten	Ditto	Partially lost; amount Rs. 1,145.
Daylight	About 200 yards to the southward of Fisherman's Creek.	Hooghly river	Grounding. Unavoidable	Ditto	None lost.
Ditto	On the northern bank off Garden Reach.	Ditto	Ditto. Ditto	Ditto	Ditto.
Ditto	On the bank at Jar Maker's Reach	Ditto	Ditto. Ditto	Ditto	Ditto.
Ditto	On the bank just below the lower mooring buoy at Mutea Brooj.	Ditto	Ditto. Ditto	Ditto	Ditto.
Ditto	Abreast of the Upper Fulta mark	Ditto	Ditto. Ditto	Ditto	Ditto.
Ditto	On the northern bank off Peer Serang.	Ditto	Ditto. Ditto	Ditto	Ditto.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
169	*Orion* ...	2297	British screw steamer.	22nd October...	Calcutta ...	London ...	General; value not reported.
170	*Blair Athole* ...	1697	British ship ...	22nd ditto ...	Chittagong ...	Dundee ...	1,800 tons jute; value Rs. 2,43,000.
171	*Baghdad* ...	235$\frac{137}{100}$	British Indian brig	24th ditto ...	Negapatam ...	Moulmein ...	In ballast ...
172	*Kutteh Ahman* ...	115·2	British Indian brig	26th ditto ...	Naraingunge ...	Chittagong ...	Seeds, tobacco, grain, and dried fish; value not given.
173	*Manora* ...	2600	British screw steamer.	30th ditto ...	Calcutta ...	London ...	General; value not stated.
174	*Charlie Palmer* ...	654	British barque ...	3rd November	Penang ...	Moulmein ...	Cocoanuts and firewood; value not reported.
175	*Maharani* ...	1666	British screw steamer.	4th ditto ...	Rangoon and Moulmein.	Calcutta ...	General; value not given
176	*Nor' Wester* ...	545	British barque ...	11th ditto ...	Liverpool ...	Cochin and Chittagong.	21,262 maunds rice; value not stated.
177	*Calcutta* ...	548$\frac{88}{100}$	British screw steamer.	11th ditto ...	Cutch Mándvi ...	Bombay ...	General; value not given
178	*Amedeo* ...	572	Italian barque ...	16th ditto ...	Bourbon ...	Chittagong ...	In ballast ...
179	*Coldinghame* ...	1059	British ship ...	17th ditto ...	Calcutta ...	London ...	Jute, linseed, wheat, and saltpetre; value not stated.
180	*Clan Ranald* ...	1356	British screw steamer.	18th ditto ...	Ditto ...	Jiddah ...	Not stated ...

DURING THE YEAR 1879—*continued.*

Whether casualty occurred in daylight or in darkness.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	Below Cumberbatches Point, Garden Reach.	Hooghly river	Grounding. Unavoidable ...	None lost ...	None lost.
Ditto ...	Off Goshaldanga, in Kurnafooli river	Chittagong Coast.	Ditto. Ditto ...	Ditto ...	Ditto.
Both ...	Latitude 13°45′ N., and longitude 94° E. (north-east of the Andaman Islands).	Andaman Islands.	Loss of masts, &c. Stress of weather	Ditto ...	Ditto.
...	Off Khatollea Khal, Sundeep Channel	Sunderbuns ...	Loss of masts, &c. Cyclone ...	Ditto ...	Damage not known.
...	Off Moyapore	Hooghly river	Grounding Unavoidable ...	Ditto ...	None lost.
...	On the Goodwin South Knoll, entrance Moulmein (Salween) river.	Burmah Coast	Stranding. To prevent foundering	Ditto ...	Ditto.
Daylight ...	At the entrance to Rangoon river ...	Ditto ...	Collision with the Red Spit Buoy. Carelessness of pilot.	Ditto ...	Ditto.
Ditto ...	On the southern side of Kurnafooli river.	Chittagong Coast.	Grounding. Carelessness of pilot ...	Ditto ...	Ditto.
Darkness ...	Off Aramra, western side of Okhamundel, in latitude 22° 23′ 30″ N., and longitude 68° 53′ 30″ E.	Kattywar Coast	Stranding. Unavoidable ...	Ditto ...	Ditto.
Daylight ...	On the bank north of Sealjulna Creek, inside of Jooldea Black Buoy, Kurnafooli river.	Chittagong Coast.	Grounding. Tides ...	Ditto ...	.....
Ditto ...	Abreast of the Upper Fulta mark, near Hooghly Point.	Hooghly river	Grounding. Unavoidable ...	Ditto ...	None lost.
Darkness ...	Eastern Channel Light-ship, bearing S. by E. ½ E., distant 2 miles.	Ditto ...	Collision with P. V. *Coleroon*. Unknown.	Ditto ...	Ditto.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.	Cargo and its total value.
181	*Vimeira* ...	925	British barque ...	20th November	Madras ...	Calcutta ...	In ballast ...
182	*Kose Mohideen* ...	135¼	British (Singhalese) brig.	21st ditto ...	Pamban (?) ...	Colombo ...	1,792 maunds rice; value Rs. 5,176.
183	*Allaganaighee* ...	199¼	British Indian brig	21st ditto ...	Ditto ...	Ditto ...	1,280 maunds rice, valued at Rs. 3,840.
184	*Futteh-ul-Kureem* ...	162·2	Ditto ...	23rd ditto ...	Naraingunge ...	Chittagong ...	400 bales jute, valued at Rs. 10,000.
185	*Escambia* ...	1401	British screw steamer.	28th ditto ...	London ...	Penang, Singapore, and China.	General; value not reported.
186	*Daria Dowlut* ...	16¼	British Indian muchwa.	2nd December	Jyghur ...	Bombay ...	A few tons of firewood
187	*Laxumi* ...	11	Ditto ...	3rd ditto ...	Cundapur ...	Cumta ...	Salt; value unknown
188	*Salamati* ...	19¼	British Indian padow.	10th ditto ...	Anjanvel ...	Bombay ...	Firewood and plantains; value Rs. 113.
189	*Ganges* ...	1247	British screw steamer.	16th ditto ...	Jiddah ...	Ditto ..	1,600 tons coal; value not reported.
190	*Fathe-Salem* ...	618	British Indian ship	18th ditto ...	Calcutta ...	Mauritius ...	1,200 tons rice; value not given.
191	*Salamati* ...	5¼	British Indian muchwa.	22nd ditto ...	Goregaum (north of Bombay).	Bankot ...	Paddy and rice; value not reported.
192	*Romania* ...	1136	British barque ...	30th ditto ...	Moulmein ...	The Clyde ...	Timber; value not stated

DURING THE YEAR 1879—*concluded*.

Whether casualty occurred in daylight or in darkness.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Daylight ...	On the Huldea Spit, near Saugor ...	Hooghly river	Grounding. Unavoidable ...	None lost ...	... ...
Ditto ...	In Negapatam Roadstead, in 3¼ fathoms.	Coromandel Coast.	Collision. Strong current ...	Ditto ...	None lost.
Ditto ...	Ditto ...	Ditto		Ditto ...	Ditto.
Ditto ...	Off the north-western end of Hattyah Island, in 9 feet of water, Sundeep Channel.	Chittagong Coast.	Grounding. Unknown ...	Ditto ...	Partially lost; value not stated.
Ditto ...	On a three-fathom coral patch on the Dahalak bank, in latitude 16° 33′ 15″ N., and longitude 40° 27′ 30″ E.	Red Sea ...	Stranding. Bad compasses ...	Ditto ...	Partially lost; value unknown.
...	Near Jyghur ...	Bombay Coast	Capsized. Sudden squall ...	Sixty-four lost	.....
...	Entrance of Cumta Harbour ...	Ditto ...	Sprung a leak. Unavoidable ...	Ditto ...	Partially lost; value Rs. 350.
Darkness ...	At sea, about two miles off Keyim, entrance to Bombay Harbour.	Ditto ...	Foundering. Old and rotten ...	Four lost ...	Partially lost; valued at Rs. 25.
Daylight ...	About 200 miles north of Jebel Tir Island.	Red Sea ...	Damage to engines. Unavoidable	None lost ...	None lost.
Ditto ...	On the Nynan Sand, near the Red Nun Buoy.	Hooghly river	Grounding. Unavoidable. ...	Ditto ...	Ditto.
Darkness ...	Near Ambel, in the Bankot Creek...	Bombay Coast	Collision with ferry steamer *Surat*. Carelessness of master.	Ditto ...	Partially lost; value Rs. 520.
Daylight ...	In Lady Clifford's Channel, Moulmein river.	Burmah Coast	Grounding. Carelessness of pilot	Ditto ...	Ditto.

NOTES ACCOMPANYING THE CASUALTY STATEMENT.

1. The British iron barque CALDBECK [of Liverpool, 747 tons register, official number 50284, age 13 years, classed A. I. for 21 years], from Chittagong with a cargo of 27,440 maunds rice, valued at Rs. 1,02,900, bound to Cochin. At 12-5 P.M. on the 4th January, the vessel, being out of the fairway channel, grounded 60 yards east of the outer black buoy in Kurnafooli river, caused by the incompetency of the pilot, and interference and unreasonableness of the master of the vessel. After being aground for 12 hours, got off with very slight damage. Crew of 17 men. No loss of cargo. No lives lost. [A special Marine Court was held at Chittagong on the 8th January to enquire into the cause of the grounding. Owing to the departure of the vessel, the Court's attention was restricted to the consideration of documentary evidence only; but it was helped in a great measure by its personal acquaintance with the chief features of this case in arriving at a decision. The Court considered that Captain Howat, a stranger to the place, was as much to blame as the pilot for neglecting measures for the safety of his vessel. The charge against the pilot was dismissed; the Court cautioned him, and recommended him not to be so yielding of his judgment for the future.]

2. The Indian Government steamer MAY FRERE [of 308 tons register, official number not reported, 15 years old, schooner-rigged, not classed], from Kurrachee to Bombay. At 2-45 A.M. on the 12th January, whilst lying at the Government moorings off Keamari Bunder, in Kurrachee Harbour, was fouled by the dhingy *Calian Passa*. The accident occurred through the careless navigation on the part of the serang of the dhingy. The *May Frere's* light on the masthead was burning well, in addition to which it was a bright moonlight morning. The steamer had her bowsprit, figure-head, head-knees, rails, &c., damaged. Estimated loss Rs. 1,000. Crew 59 men. No lives lost.

3. The British Indian bagla CALIAN PASSA [of Kurrachee, 109 tons register, official number 137, about 9 years old], from Kurrachee to Bombay, laden with a cargo of wool, dried fruit, and seeds, valued at Rs. 14,000, fouled the Indian Government steamer *May Frere*. On the 11th January the bagla had come down to Keamari from the native jetty, and anchored at the buoy ahead of the *May Frere*, intending to go to sea, but owing to the strong breeze which was then blowing, she is reported to have remained at her moorings. The serang stated that she was anchored by two anchors from the bows, the port anchor being in the direction of Baba Island, and the starboard anchor being towards Keamari Bunder. Shortly before the collision took place on the morning of the 12th January, the cable of the port anchor is said to have parted, and the bagla drifted down with the tide, dragging the starboard anchor, and fell across the bows of the *May Frere*, doing considerable damage. The *Calian Passa* received some slight damage, estimated at Rs. 30. Crew of 16 men. No cargo lost. No lives lost. [A Court of Enquiry assembled at Kurrachee on the 21st January, under Section 5 of Act IV of 1875 (Merchant Shipping Act), to investigate the circumstances connected with the above collision; and the judgment was, that from the evidence it might be inferred that the *Calian Passa* was *intentionally* dropping down with the tide, and that the collision was the result of careless navigation on the part of her crew.]

4. The British barque MIZPAH [of Shoreham, 539 tons register, official number 69924, age 5 years, classed A. I. for 15 years], from Chittagong with a cargo of 23,548 maunds rice, valued at Rs. 82,418, bound to Mauritius. At 2-30 P.M. on the 14th January, the vessel, being moored too far over to the eastward, tailed the flat and took the ground in swinging to the flood, and on sheering her over into a better berth she fouled the barque *Albuera*, off the eastern side of the channel, in 2½ fathoms, Chittagong river; Rice Hill bearing N. E. by N. ½ N., eastern port boundary mark S. E. The vessel sustained slight damage; to what extent not known. The *Albuera* was not damaged. Crew 14 men. No cargo lost. No lives lost.

5. The British ship GOSHAWK [of Aberdeen, 1,283 tons register, official number 48771, age and class not reported], from Calcutta to New York, with a cargo of jute. At 5-55 A.M., on the 15th January, whilst turning from Kulpee anchorage in tow of the steam-tug *Challenge*, the ship took one or two heavy sheers, and when just below the Red Nun Buoy in the Bellary Channel, Hooghly River, she took another very heavy sheer to port against both ship's and steamer's helms, and parted the steamer's hawser. Sail was made immediately, but the wind being light and not able to bring her under command, she took the edge of the sand in 3 fathoms and remained aground until 1-30 P.M., when the flood tide made; hawsers were then passed to the *Challenge*, and the vessel floated off, without having sustained any damage. Crew 24 men. No lives lost.

6. The British ship LORD STRATHNAIRN [of Liverpool, 1,267 tons register, official number 60026, class and age not stated], from Calcutta with a general cargo, bound to New York. The vessel, whilst proceeding down the Hooghly River in tow of the steam-tug *Alexandra*, slightly touched the ground, in mid-channel, abreast of the Upper Western Eden Buoy at 11-30 A.M. of the 18th January. [The pilot, in reporting this case, said, "The River Surveyor, in his last report on the Eden Channel, gives 18 feet (reduced) in the locality where the *Lord Strathnairn* touched the ground, but there can now be barely 15 feet, showing a deterioration of at least 3 feet."] No damage. No loss of life.

7. The British iron screw steamer BAGHDAD [of Glasgow, belonging to the British India Steam Navigation Company, 820 tons register, official number 65600, 7 years old, class not reported], on her voyage from Rangoon to Maulmain with a general cargo. On the 19th January her pilot was endeavouring to get the vessel to sea before dark, and cutting off corners in order to do so, he shaved the edge of the mud flat opposite deep water point in Rangoon River too close, and grounded. No damage. No lives lost.

8. The British iron screw steamer POTOMAC [of London, $1,198\frac{86}{100}$ tons register, official number 68236, age 7 years, schooner-rigged, classed A. I. 100], on her passage from Vizagapatam to Gopalpur with 5,000 bags gingelly seeds, stranded at 9 P.M. of the 21st January at Sonapur, near Gopalpur; but steamed off without sustaining any loss. A light was seen at Sonapur, which was mistaken for the Gopalpur light; but the chief cause of the casualty was that no attention was paid to the soundings as the vessel was nearing the shore. Crew of 25 men. The master accidentally fell from the bridge an hour after the vessel touched the ground, and sustained severe injuries, which caused his death.

9. The Indian Government iron paddle steamer UNDAUNTED [473 tons register] was ordered to tow the floating light-vessel *Comet* from the swinging moorings off the Government Dockyard at Kidderpore, down the Hooghly River, to her station. On the morning of the 23rd January, Mr. Walker was placed in pilotage charge of the *Undaunted*, and Mr. Wawn in pilotage charge of the *Comet*, and it was arranged that the two vessels should drop down stream below the lowest of the three swinging moorings, and then turn to the right under the stern of the steamer *Enterprize*, which was anchored nearly abreast of No. 3 buoy, at a distance of about 350 feet. Before these arrangements began to be carried out, the *Comet* was fast to buoy No. 2, whilst the *Undaunted* was anchored a little higher up stream and further off from the line of buoys, the bows of both vessels being up stream. The *Comet* was made fast to the *Undaunted* by two hawsers, and the No. 2 buoy was let go, so that the *Comet* then streamed a little further off the line of buoys into a line with the *Undaunted*, and in a few minutes, when the *Undaunted* weighed anchor, both vessels drifted down stream. Apparently from the action of the tide, the *Comet*, in coming nearly abreast of No. 3 buoy, was only about 20 feet off it, when Mr. Wawn called out to Mr. Walker in order to attract his attention. Mr. Walker gave orders to steam "easy ahead" and starboarded his helm, so that he passed up stream in a northerly direction between buoys Nos. 2 and 3, and the *Comet* not only fouled No. 3 buoy, but was actually dragged over it. After proceeding "easy ahead" for a few seconds, Mr. Walker ordered "full power ahead," and again eased down after the *Comet* got clear of No. 3 buoy; and the result of this sudden change of speed was that the *Comet* forged ahead and came into collision with the *Undaunted*, when the *Undaunted* had passed the red buoy to the north of the line of swinging moorings. After this collision (which was not very serious) Mr. Walker gave orders to go ahead again and put the helm hard to starboard

with the intention of running out into the stream again between buoys Nos. 1 and 2. The tide, however, swept the *Undaunted* on to No. 2 buoy, and the *Comet* also immediately after fouled No. 2 buoy before she got out into the stream again and was safely anchored. As the *Undaunted* was making water, the stores she had on board for the floating light-vessels and pilot brigs had to be transferred to the Indian Government steamer *Enterprize*, and she was hauled into dry dock for repairs. The starboard paddle-wheel, paddle-arms and rings of the *Undaunted* were bent and twisted, and one of the starboard bilge plates amidships was stove-in in two places. The *Comet* had only some copper torn off by fouling over the buoy. No loss of life. [A Court of Enquiry was held at Calcutta on the 4th February, under Section 17 of Act XII of 1859, when it was adjudged that the pilot Mr. S. E. Walker was guilty of unskilfulness, and that he be sentenced to forfeit half of his earnings for three months. The Lieutenant-Governor of Bengal, after perusing the proceedings, considered that the facts of the case did not show that very much blame could be attributed to Mr. Walker for the accidents which occurred. His Honor was therefore pleased, in exercise of the power vested in him by Section 18 of Act XII of 1859, to reduce the term from three months to six weeks.]

10. The British wooden ship "GLENCORA" [of Glasgow, 1,066 tons register, official number 52122, age 12 years, classed A. I. at American Lloyd's], from Bombay to Elephant Point, in ballast. On the 26th January she came into collision with the barque *Henry Miller,* 35 miles W. S. W. of Barberyn, west coast of Ceylon. The casualty appears to have been caused by the *Henry Miller* not carrying proper lights. The *Glencora* sustained damage to the extent of £30. Crew of 13 men. No loss of life.

11. The British wooden barque HENRY MILLER [of Madras, 448 tons register, official number 18588, age 26 years], on her passage from Vizagapatam with a cargo of grain bound to Colombo, came into collision, at 7-30 P.M. on the 26th January, with the ship *Glencora*, when about 35 miles W. S.W. of Barberyn, west coast of Ceylon. The collision is said to have been caused by the *Henry Miller* not exhibiting lights. A good look-out appears to have been kept by the *Glencora*, and the regular lights were in their places and burning brightly. Estimated damage about £300. No cargo lost. Crew of 28 men. No lives lost.

12. The British Indian schooner SATTYAVATTEE [of Chittagong, 114·8 tons register, official number 2, not classed, launched on the 1st January 1879], on her first voyage from Chittagong, bound to Point de Galle. About 5 A.M. on the 28th January, she being either in, or too close to, the fairway, without a light burning, the S. S. *Madras*, whilst getting under weigh before daylight, ran into the schooner as she lay moored off Lalchand's godown in the Kurnafooli River. Her boats are stated to have been sunk in the collision. The loss sustained by the schooner was estimated at Rs. 1,300. The damage to the *Madras* is not known. Three men on board. No loss of life.

13. The British iron screw steamer PATNA [of 1,132 tons register, belonging to the British India Steam Navigation Company, official number 63826, age 8 years, classed at London in 1877, 100 A. I.], from Hodeidah and Jiddah with a general cargo to Kurrachee. At 6-45 A.M. of the 3rd February, the steamer, when proceeding out of Jiddah Harbour (Red Sea), refused to answer her port helm on account of a fresh breeze, and consequently grounded on a pinnacle rock off the N. E. point of Erg-el-Allem, Bahri beacon bearing N. 87° 30′ W., and Burri buoy N. 5° 30′ E., distant 450 feet. The vessel came off (after part of her cargo had been put in boats to lighten the ship) without sustaining any damage. She re-shipped her cargo and proceeded on her voyage. No damage to cargo. Crew of 73 men and 5 passengers. No lives lost.

14. The British Indian barque HELEN WALLACE [of Rangoon, 588 tons register, official number 10526, 30 years old, no class], from Singapore to Negapatam in ballast, at 8 A.M. of the 4th February, whilst at anchor in Negapatam Roads in 4½ fathoms of water, was fouled by the brig *Hatool Burer*, in consequence of the sudden falling off of the wind and strong current running. The barque sustained damage to the extent of Rs. 450. Crew 27 men. No loss of life.

15. The British Indian brig HATOOL BURER [of Akyab, 269½ tons reigster, official number 1, age not known, no class], from Negapatam to Akyab

in ballast, about 8 A.M. on the 4th February, whilst getting under weigh in Negapatam Roads, came into collision with the barque *Helen Wallace.* The brig sustained damage to the extent of Rs. 300. Crew 22 men. No loss of life.

16. The British Indian muchwa YESHWANTI [of Anjenwil, 27 tons register, official number 4547, wooden, age 11 years, lateen-rigged], from Calicut bound to Anjenwil with a cargo of cocoanuts, coir yarn, and gunny bags. The craft was overladen and went down in Anjenwil Creek, Bombay Coast, on 7th February at 2 A.M. Little or no damage to the vessel. Loss of cargo valued at Rs. 185. Crew of 9 men. No loss of life.

17. The British iron screw steamer NANKIN [of London, 1,830 tons register, official number 68375, age and class not reported], from Calcutta with a general cargo, bound to Rangoon, slightly touched the bank whilst going out of the River Hooghly, close to the crossing mark at Jar Maker's Reach, at 6-50 A.M. on the 13th February, caused by the vessel not answering her helm, an eddy having caught her on the starboard bow. The vessel remained on the bank for a very short time, when she backed out at 6-55 A.M., and proceeded without receiving any damage.

18. The British iron screw steamer HORACE [of West Hartlepool, 1,059 tons register, official number 78418, 3 months old, classed at Lloyd's 100 A. I., schooner-rigged], from Rangoon to Malta, for orders, with 180 tons rice. The master having stated that he would load to 18 feet, his vessel was berthed accordingly; the vessel loaded to a greater draught, and was tipped by the stern in doing so, which caused her to take the ground off Dallah, in the Rangoon River, on the morning of 18th February. No damage to vessel or cargo.

19. The British barque LAWRENCE NAIRNE [of Rangoon, 293 tons register, official number 41422, age 21 years, wooden, no class], whilst undergoing repairs in the port of Rangoon, below Dallah Creek, had her cook-house set on fire at 5 A.M. on the 19th February, caused by the neglect of the cook. Her Majesty's ship *Wild Swan* sent assistance, and after some little time succeeded in extinguishing the fire. Very trifling damages. Four ship-keepers on board. No lives lost.

20. The British Indian bagla MUSSAFFA [of Bombay, 479 tons register, official number 12, class not stated, wooden, age 20 years], from Kurrachee bound to Bombay with a cargo of wool, goats, and sheep, value unknown, was run into by the Indian Government screw steamer *Tenasserim* at 1 A.M. on the 22nd February, in latitude 19° 10′ N., and longitude 72° 10′ E., Bombay Coast. The bagla's sail was torn, and the yard carried away; 15 feet of the bows broken, as also the forecastle deck, and she lost an anchor and 60 fathoms chain. No cargo lost. Crew of 60 men and 7 passengers. The latter were the owners of the ship. No lives lost.

21. The Indian Government iron screw steamer TENASSERIM [of 1,760 tons register, three-masted, schooner-rigged], on her voyage from Bombay to Kurrachee with a cargo of Government stores, fouled the bagla *Mussaffa* at 1 A.M. of the 22nd February in latitude 19° 10′ N., and longitude 72° 10′ E., Bombay Coast. It appears that the troop-ship *Tenasserim*, having the *Czarewitch* in tow, was in charge of the fourth officer, on the night of the collision. At 6 minutes before 1 o'clock, when the look-out forward reported to him that there was a light on the port bow, the helm of the steamer was ported, and the captain, who was signalled, came on deck immediately, but just as he reached the deck the accident occurred. The *Tenasserim* then steamed close alongside the bagla; a boat was lowered, and an officer with a gunner and two carpenters boarded her, and reported that she was perfectly able to reach Bombay without any help from the ship. The *Tenasserim* having received very slight damage, then proceeded on her voyage. Crew 137 men. A few military officers, 600 camel drivers and dooley-bearers were on board. No loss of life. [A Court of Enquiry was held at Bombay on the 8th April, to enquire into the circumstances connected with the collision; and the Court, after reviewing the evidence produced, remarked that serious errors were committed by the officer, who was in charge of the watch on board the *Tenasserim* when the collision occurred; "He showed, in our opinion, a want of judgment, and appears to have failed to take such precautions as an officer in his position should obviously have taken on the occasion of the bagla *Mussaffa* being sighted by the steamer.

The rules at sea for steamers meeting sailing vessels are very clear; and having a double charge on this occasion, *viz.*, the care of a vessel in tow, in addition to his own, it was, in our opinion, Mr. Brownlow's obvious duty to have given the broadest interpretation to the rules laid down, and he should have acted with promptitude and care on an emergency of this kind." The Court added, that they were "convinced that Commander H. A. Street acted with decision and humanity, and that no time was lost in ascertaining what the state of the bagla was, and what assistance was needed to save life or property." A Marine Court was subsequently held at Bombay Dockyard when the above judgment was practically reversed. The Marine Court attributed the collision to the exceptional darkness of the night; the indifferent lights carried by the bagla, and the carelessness of those on board the native craft. The Court held that the officer of the watch on board the *Tenasserim* was not to blame.]

22. The Norwegian wooden ship BIRMA [of Stavangar, 1,026 tons register, official number and class not reported, age 4 years], from Sourabaya and Rangoon to the Channel with a cargo of rice. The vessel, in tow of the *Ngapootna* from below the Hastings shoal in Rangoon River, at daybreak of the 22nd February, had proceeded on all right, until she was within one and a half miles off the outer black buoy. The vessel was then in 4 fathoms, when the pilot considered there was not sufficient water to go right out, and directed the tug steamer to be turned round to the eastward; and in turning the water shoaled to $3\frac{3}{4}$ fathoms. At 9-30 A.M., the vessel heading to the northward, the pilot gave orders to go easy. At 10-5 A.M., orders were again given to go more to the westward; the steamer put her wheel to starboard, which brought her on the ship's port bow, and the steamer began to swing round to the westward; endeavours were made to recover her by putting the helm hard a-port and slackening the port hawser, but could not do so, and was obliged to cast off, and the vessel grounded off the entrance to the Rangoon River in latitude 16° 19′ N., and longitude 96° 20′ E. She sustained no loss, as five minutes after she swung fair ebb and anchored. At high water she was towed by the tug to the pilot station. No damage to cargo. No lives lost. [A Court of Enquiry was held at Rangoon on the 26th March, under Rule 24 of the "Rangoon Pilot Rules," and after having duly considered all that had been brought before it, the Court was of opinion that the Pilot Sassy was guilty of having grounded the ship by rashly taking her seawards beyond the middle black buoy, which is against the order of the Marine authorities for vessels drawing 20 feet of water and upwards,—the *Birma* at the time drawing 21 feet 4 inches. As it was the height of the busy season, the Court thought that the pilot would be sufficiently punished by his reduction to 18 feet draught for a period of one month. The Chief Commissioner of British Burma, on reviewing the case, considered that such conduct deserved to be more severely dealt with than the Court of Enquiry had seen fit to do, and ordered that Mahomed Sassy's license be suspended for three months, and that thereafter he be reduced to 18 feet draught for one month. The Chief Commissioner remarked that the Commander of the *Ngapootna*, Mr. Proud, could have remonstrated against the course taken by the pilot, instead of knowingly running into danger. Mr. Proud was, in consequence, severely reprimanded.]

23. The British wooden barque BRITISH QUEEN [of Dundee, 404 tons register, official number 20344, 20 years old, classed at Lloyd's A. I. for five years from 1876], from Cochin with 350 tons of general cargo for London. On the 25th February the vessel was anchored in $4\frac{1}{2}$ fathoms in mid-channel close to the bar, and on getting under weigh at 5-30 A.M. at high water she grounded on the southern sand spit, at the entrance of Cochin River, Malabar Coast, Light-house bearing E. by S., distant $3\frac{1}{4}$ miles. The vessel was in the narrowest part of the channel, and the master, on finding the water shoaling, dropped the anchor immediately, but without any effect. She was subsequently got off with a kedge and line without apparently having sustained any injury. No cargo damaged. No lives lost.

24. The British ship CHRYSOMENE [of Liverpool, 1,777 tons register, official number 69328, age and class not reported], from Liverpool with a cargo of salt to Calcutta. The vessel, whilst proceeding up the Hooghly River under pilotage charge and in tow of the steam tug *Enterprize*, had just crossed the James and Mary's shoal, when the pilot, finding that the tug was

keeping a little too far out, directed her to keep more in; but, before this could be effected, the ship grounded on the Noorpoor lumps at 4-40 P.M. of the 28th February, and parted both hawsers. The hawsers were repassed and every effort made to get her afloat, but to no purpose. The master proceeded up to town to engage cargo-boats; in the meantime attempts were again made to pull the ship off, and ultimately a little after noon of the 1st March she floated. No damage reported. No loss of life.

25. The British wooden ship PRINCE LUCIEN [of St. John's, New Brunswick, 1,549 tons register, official number 72304, age not stated, classed Veritas 3-3 L. 11], on her passage from Bombay to Rangoon in ballast, stranded, at 4-35 P.M. on the 1st March, on the Baragua flats, in latitude 15° 35′ N., and longitude 94° 58′ E., Gulf of Martaban, Burma Coast. The master being sick, the vessel was in charge of the 1st mate, through whose neglect of the lead the accident occurred. No loss to vessel. No lives lost.

26. The British Indian muchwa DRANPADEE [of Malwan, $4\frac{3}{4}$ tons register, official number 2222, age 2 years, lateen-rigged], from Malwan to Nerurehapar (Malwan Taluka) with a cargo of chunam, on the 2nd March, at 7 A.M., during heavy weather, was driven ashore at the mouth of the Tiracol River. Damage to muchwa estimated at Rs. 50. Cargo totally lost; value Rs. 66. Crew 4 men. No loss of life.

27. The British Indian muchwa DARIA BAHADUR [of Jaitapur, $16\frac{3}{4}$ tons register, official number 4191, age unknown], from Honore with a cargo of paddy, pulse, &c., bound to Cannanore, grounded at 6 A.M. of the 3rd March on a bank at the mouth of the Honore River and heeled over. Damage to the extent of Rs. 30. Cargo to the extent of Rs. 1,274 was lost. Crew of 8 men and 9 passengers, saved in a fishing boat.

28. The British Indian muchwa KHANDERAO [of Alibagh, 5 tons register, official number 319], from Kundari to Bombay with a cargo of firewood, foundered during a heavy squall on the 4th March at Keyim, entrance to Bombay Harbour, Bombay Coast. The vessel was recovered; damage Rs. 60. Total loss of cargo; value Rs. 35. Crew of 5 men. No loss of life.

29. The British iron ship SLIEVE DONARD [of 1,498 tons register, official number 21473, age 20 years, classed at Lloyd's], from Calcutta to Dundee with a cargo of jute. The vessel, whilst proceeding down the River Hooghly on the morning of the 4th March, on passing through the Bellary channel, when near the Red Nun Buoy in an easterly track, sheered to port and parted both hawsers. Attempts were made to bring the ship to the wind, but failed, and consequently the vessel was anchored in the line of the eastern buoys heading to the eastward, and was brought up. At 9-30 A.M. hawsers were repassed and the vessel proceeded. In swinging to her anchor she shoaled to $3\frac{1}{2}$ fathoms and touched the ground. No damage. No lives lost.

30. The British Indian muchwa DHULAP [of Tannah, 19 tons register, official number 4894], from Nowghur (Taluka Basseen) with a cargo of grass, bound to Bombay. At 11 A.M. of the 9th March, during a stiff northerly breeze with a strong ebb tide running, she stranded for a short time south of the railway bridge at Tannah, on the Bombay Coast. Very slight damage.

31. The British iron screw steamer ST. GEORGE [of Hull, $1{,}059\frac{22}{100}$ tons register, official number 65282, schooner-rigged, 7 years old, classed A. I., 18, at Liverpool], from London to Bombay, grounded on the 13th March for four hours in the Suez Canal. No damage.

32. The British barque LENNOX [of Glasgow, 1,233 tons register, official number 78566], from Liverpool to Calcutta with a cargo of salt. The vessel, whilst coming up the River Hooghly at 5-50 P.M. on the 15th March, in pilotage charge, passed close to the northward of the Waterloo Wreck Buoy to enter the eastern gut, the ship heading for Hope's Obelisk; it being a little on the starboard bow, the vessel took the ground on Hooghly flat, inside of No. 4 track of eastern gut, and swung round until her head was N. E. by N., when she stopped, having gone some distance towards the point after she had touched. Endeavours were made to back her off, but to no purpose. On the 17th the steam-tug *Bombay* from Diamond Harbour arrived and endeavoured to pull her off, but was not successful: she managed to get her afloat on the morning of the 18th. The vessel did not sustain any injury. No damage to

cargo. No lives lost. [It was not deemed necessary to hold a Court of Enquiry in this case. The pilot was cautioned only.]

33. The British iron screw steamer EROS [of Hull, 1,155 tons register, official number 65211, age 8 years, classed at Liverpool Lloyd's, schooner-rigged], from Cardiff with a cargo of coals to Bombay, broke two blades of her propeller, at 7-50 P.M. on the 19th March, in latitude 15° 43′ N., and longitude 59° 30′E., Arabian Sea. No other damage.

34. The British Indian mahagiri BHOWANI [of Tannah, 16¼ tons register, official number 4755, age 16 years], from Ghora Bunder to Bombay with a cargo of straw. On the 19th of March, at about 4 P.M., the craft, whilst near the preventive barge at Ghora Bunder, Bombay Coast, was capsized during a sudden gust of wind. The vessel, which was subsequently raised, received no damage. Cargo was lost, valued at Rs. 56. The crew, 8 men, were taken ashore in a hodi.

35. The British iron barque LADY BIRD [of Liverpool, 497 tons register, official number 54938, age 12 years, classed A. I. at Lloyd's for 20 years], from Java in ballast to Rangoon, lying at anchor off Dalla, opposite the town, in Rangoon River. The master, leaving his young son in charge of the ship, went on shore at 8 P.M., in company with the stevedore, in order to procure the services of a cook and ship-keeper, and did not return to the vessel until about midnight. At 1 A.M. of the 25th of March, the crew of the ship *Idomene*, and the officers on watch on board Her Majesty's ships *Ruby* and *Wild Swan*, hearing the fire-bells, and observing flames arising from the galley of the *Lady Bird*, immediately sent boats and fire-engines to render assistance, and after strenuous exertions the fire was subdued at 2-30 A.M., and finally extinguished. The hold of the vessel, a boat which was stowed amidships, the fore part of upper deck and some rigging, were burnt. The vessel sustained damage to the extent of £200. The fire would appear to have been caused by the carelessness of the master's son. [A special Court of Enquiry assembled on the 9th April, under Section 4 of Act IV of 1875, to investigate the circumstances attending the casualty on board the above vessel. The Court, after hearing all the evidence for the prosecution and defence in this case, considered that the master's first duty was to procure men who could man a boat, work the chains in case of a collision or accident, and more especially keep watch; and this should have been done during the early part of the evening of the 24th. If Europeans could not have been procured, natives should have been hired, and the Court considered that at least 5 or 6 men should have been kept on board. Neither was the master justified in leaving his ship, and he should have himself helped to keep watch rather than leave the vessel in sole charge of a weak-looking boy, who might have been overcome by anybody who desired to commit any offence on board. The Court found Captain George Bevan, master, guilty, and recommended that his certificate be suspended for a term of six months. The Chief Commissioner of British Burma confirmed the finding and report of the Court.]

36. The British Indian muchwa LAKSHMI [of Kilwa Méhim, 10 tons register, official number 782, age 22 years], from Duntora with a cargo of 2,300 bundles of grass, bound to Mahim and Bombay. At 4 P.M. on the 24th March the craft capsized, during a heavy storm, about 4 miles to the west of Pos Pír rock, at the entrance of the Basseen River, Bombay Coast. Damage estimated at Rs. 75. The cargo, of nominal value, totally lost. Crew 9 men. No loss of life.

37. The British composite barque BESSIE H. [of St. John's, New Brunswick, 864 tons register, official number 64519, age 8 years], classed at French Veritas for 9 years], from Chittagong to Mauritius with a cargo of 20,000 bags of rice, valued at Rs. 1,20,000. On the morning of the 29th March, the vessel, when proceeding out of the Kurnafooli River, grounded when about 20 yards north of the outer black buoy. No damage.

38. The American wooden ship BELLE OF BATH [of Bath, Maine, United States of America, 1,417 tons register, official number not reported, age 2 years, classed A. 1 in American Lloyd's], from Bombay with a cargo of 400 tons stone ballast to Rangoon. The vessel, by misjudging the distance of the China Bakeer light (entrance to Rangoon River) through hazy weather, and not attending to the bearings of the light-house, stranded at 8 P.M. on the 1st April, when distant 1¼ miles N. N. E. of the light. At the time of the accident

it was ebbtide; the weather fine, with a light southerly breeze. The master could have avoided the casualty by anchoring sooner than he did, with the light-house on a proper bearing. No damage.

39. The British iron steamer CHUPRA [belonging to the British India Steam Navigation Company, of 1,720 tons register, of Glasgow, official number 80431], from Calcutta with a general cargo, bound to Bombay, whilst going down the River Hooghly tailed the northern bank below Garden House Point, Garden Reach, on the morning of the 4th April. The accident occurred through a mistake made in the engine-room. The vessel, however, did not stop, and as soon as the engines were put ahead she came out from the bank. She sustained slight damages, which detained her for a few hours at Garden Reach. No damage to cargo. No lives lost.

40. The British iron screw steamer MADRAS [of London, 1,079 tons register, official number 70626, schooner-rigged, 4½ years old, classed 90 A.1 at London Lloyd's], from Bassein with a cargo of 2,143 tons rice for Port Said, for orders. At 7-50 P.M. on the 7th April, when in latitude 6° 37′ N., and longitude 75° 6′ E. (Indian Ocean), the top end bolts of the connecting rod of high-pressure engine broke, and cylinder cover was shattered. She was afterwards towed from Quilon to Bombay by the steamer *Chupra*. No damage to hull or cargo. No loss of life.

41. The British Indian muchwa BHOWANI [of Alibagh, 5¾ tons register, official number 2259, 19 years old, classed at Woottun], from Bombay to Thull. At 3-30 P.M. on the 9th April she capsized, owing to a sudden heavy gust of wind, near Kundari Island Fort, Bombay Coast, causing the muchwa to founder. She was ultimately recovered. Crew (9 men and 10 passengers) were saved in two canoes sent from Thull.

42. The British Indian brig AHMEENOR ROHMAN [of Negapatam, 202 tons register, no official number or class, age 3 years], from Rangoon to Negapatam with a cargo of paddy, oilcake, and rice. On the 11th April, when in latitude 11° N., and longitude 94° E. (to the east of the Little Andamans), she experienced a heavy squall; and on the 13th, as she could no longer stand safe, was obliged to throw overboard about 1,000 baskets paddy, 100 bags oilcake, and 17 bags rice. On the 14th she was dismasted, and having lost boat, &c., was compelled to put back, and reached Maulmain on the 27th. The vessel was damaged to the extent of Rs. 1,500. Value of cargo lost not reported. Crew of 16 men. No lives lost.

43. The British Indian brig STREE JUGANAYAKULU [of Coringa, 127 tons register, 37 years old, no official number or class], from Maulmain with a cargo of paddy to Madras. The vessel on the 12th April had proceeded as far as latitude 11° 39′ N., and longitude 94° 10′ E. (to the east of the Andamans), and at night encountered a heavy gale and lost foresail and sprung a leak. She was compelled to put back into Maulmain, where she arrived on the 25th April. Estimated damage to vessel Rs. 1,500. Damage to cargo Rs. 1,000. Crew 36 men. No lives lost.

44. The British Indian wooden ship STAMBOUL [of Akyab, 1,095 tons register, official number 51041, age 15 years, no class], from Madras with a cargo of sundries, valued at about Rs. 2,000, bound to Maulmain. On the 9th April she experienced a very heavy hurricane from E. N. E. and S. E., and on the 13th, when in latitude 14° 52′ N., and longitude 96° 45′ E. (Gulf of Martaban, Burma Coast), the foremast and jibboom were carried away. On the 16th, the gale having moderated, she made for Maulmain for safety, and arrived at Amherst on the 21st and Maulmain on 24th April. She sustained damage to the extent of Rs. 5,000; no cargo damaged. Crew 36 men and 27 passengers. No loss of life.

45. The British iron steamer ALBERT [of Bassein, 53 tons register, official number 78182, age 2 years], employed as a tug on the Bassein River. On the 13th of April, whilst running in at night, she misjudged the distance of the land, ran on the rocks south-east of Hengie Island (entrance to Bassein River), and in working the engines astern, two blades from her four-bladed propeller were knocked off. No other damage to the vessel. No lives lost.

46. The Indian Government schooner CONSTANCE [of Swansea, 182 tons register, official number 7955, age 21 years] was ordered to proceed to sea from Port Blair in search of a reported raft with three men upon it. On the

afternoon of the 13th April she weighed anchor, and with all sails set proceeded with light air from the S. W., to pass through the south entrance of the harbour, the wind leading her from the southward; the gig was lowered, and the ship's head towed round for north entrance. At 6-45 P.M., being unable to pick up the inner buoy, the ship's head was towed to N. W.; soundings were taken, but as it was thought the vessel was close to the buoy she was not anchored. At 7-30 P.M. she touched the ground; sails were clewed up, and after hauling the vessel off into 3½ fathoms an anchor was laid out. It was then discovered that a current was setting on to the reef at about 2½ knots per hour. At 8 P.M. the harbour master arrived with two boats, and endeavoured to tow her into deep water, but the current being too strong she again took the ground at about 8-30 P.M. The vessel was subsequently hauled into six fathoms and anchored. At 10-30 P.M. sails were set and the vessel steered to clear the harbour by north entrance. No damage reported.

47. The British Indian barque FAIZAL CAREEM [of Masulipatam, 226 tons register, 21 years old], from Rangoon with a cargo of paddy (valued at Rs. 4,500) for Madras *vid* Masulipatam, on the 14th April, when in the Bay of Bengal, to the east of the Andamans, encountered a heavy squall, and lost her main and fore-topmasts, jibboom, sails, and a jolly-boat. The vessel was compelled to put back, and arrived at Maulmain on the 3rd May. Damages Rs. 2,000; Rs. 500 worth cargo was thrown overboard. Crew 35 men. No lives lost.

48. The British Indian brig MEERA SAIB [of Coringa, 222 tons register, no official number, age 14 years], from Maulmain, bound to Madras with a cargo of 230 tons timber, valued at Rs. 6,500. The vessel experienced a hurricane in the Bay of Bengal on the 14th April, in latitude 13° 23′ N., and longitude 94° 30′ E. (east of the Andamans), and lost her topmast, jolly-boat, sails, &c.; and being very leaky and the rudder tiller having broken, she put back into Maulmain for repairs. Damage Rs. 1,000. No damage to cargo. Crew of 32 men. No lives lost.

49. The British Indian schooner RASA HOOJIM [of Coringa, 134 tons register, no official number or class, age 2 years], from Maulmain to Madras with a cargo of 100 tons timber, valued at Rs. 3,500. She encountered a storm in the Gulf of Martaban, Bay of Bengal, on the 14th April, and lost both her masts and sails; was compelled through stress of weather to put back into Maulmain, where she arrived on the 24th. Damage Rs. 1,500. No cargo lost. Crew of 21 men. No lives lost.

50. The British Indian barque STREE RUNGANAIKULU [of Madras, 401 tons register, no official number or class, age 30 years], from Maulmain with a cargo of about 300 tons of timber, valued at Rs. 12,317, bound to Madras. On the 14th April she encountered a hurricane in latitude 14° 40′ N., and longitude 96° 42′ E., Gulf of Martaban (Bay of Bengal), and sprung a leak; at noon three masts and two jolly-boats were carried away, the iron tiller of rudder and jibboom were broken, and an extra anchor fell overboard; the sea, washing over the deck, lodged 6 feet of water in the hold. She put back from sea and arrived at Maulmain on the 23rd. Damage to vessel Rs. 4,000. No loss of cargo. Crew of 36 men. No loss of life.

51. The British Indian schooner ZULHEIG [of 117 tons register, no official number or class, age unknown], from Maulmain to Port Blair with a cargo of ballast. The vessel, it appears, on the 15th April got as far as 35 miles off Port Cornwallis (Andamans), encountered an easterly gale and lost all her sails. She put back to Maulmain and arrived there on the 24th April. Damage to vessel not known. Crew of 14 men. No loss of life.

52. The British Indian muchwa BHAVANI [of Alibagh, 6½ tons register, official number 2100, age 19 years], from Thull to seaward for fishing. At 2 A.M. of the 16th April, in consequence of the vessel not having any lights, and no good look-out being kept, she was fouled by the Peninsular and Oriental Company's steamer *Bokhara* when near Kundari Island, Bombay. Damage to Muchwa Rs. 150. Crew 7 men. No lives lost.

53. The British iron screw steamer KEPLER [of North Shields, 1,205 tons register, official number 76660, schooner-rigged, age one year, classed at Liverpool 100 A. 1], from Birkenhead with a cargo of 2,134 tons of coals, bound to Rangoon. It appears that, after leaving Suez, the Island of Socotra was the last land that was sighted; no other observations were taken until off the south

of Ceylon. On the 17th April she was, by dead reckoning, a long way to the eastward of the Baragua Sands, Gulf of Martaban. At noon of the 17th, and up to the time of stranding, an unusually strong current was running towards the sands. At 4 A.M. on the 18th, a sounding taken gave 16 fathoms; and at 5-15 A.M. of the 18th she struck the Baragua flat in latitude 15° 25′ N., and longitude 95° 15′ E. (Burma Coast): a cast of the lead then gave 4 fathoms; the engines were reversed, but this did not bring her off. The steamer jettisoned 1,500 tons of coal, and after being aground for nine days she subsequently got off with the help of two tug-steamers and assistance from the shore. She lost her anchor, cables, warps; and her stern post was broken, as also a portion of the frame of the propeller. Crew of 27 men. No lives lost. [A special Court of Enquiry assembled under Chapter II, Section 3 (*a*), of the Indian Merchant Shipping Act of 1875, at Rangoon, on the 12th May, to investigate the circumstances which led to the grounding of the above steamer, and after having carefully considered the evidence adduced, was of opinion that there were no grounds for charging the master with incompetency, or even a want of caution; inasmuch that an exceptional current had been experienced, caused by a cyclone which occurred a few days before the casualty, but which the *Kepler* did not encounter. The master, therefore, was exonerated from all blame. The Chief Commissioner of British Burma confirmed the finding of the Court.]

54. The British ship NORVAL [of Greenock, 1,427 tons register, official number 67926], from Dunedin (New Zealand) to Calcutta. On the 20th April, at about 5-30 A.M., whilst proceeding up the River Hooghly, the vessel grounded during thick and hazy weather on the Mizen Sand in 2¼ fathoms, slewing with her head to the westward. The mizen topsail and top gallant sail were set and the yards braced aback, when at 6-45 A.M. she floated without having sustained any apparent damage. No loss of life.

55. The Austrian iron screw steamer CASTORE [of Trieste, 1,342 tons register, belonging to the Austro-Hungarian Lloyds Steam Navigation Company, schooner-rigged, age 5 years], from Calcutta with a general cargo, bound to Trieste *vid* Suez Canal. On crossing over from Melancholy Point to Jar Maker's Reach, at 8-30 A.M. on the 20th April (in pilotage charge), the Government row boat No. 11, which was working down under sail, touched off the steamer's starboard bow and stood across her hawser; the helm was ported, and as soon as the steamer got clear of the row boat, the helm was starboarded; but owing to an eddy and a strong breeze on her port bow, she unfortunately did not answer her helm in time, and consequently grounded on the head of Melancholy Sand. As the flood made at 9-45 A.M. the steamer floated, and proceeded without having sustained any damage. No lives lost.

56. The British iron screw steamer WILLIAM BURKITT [of London, 1,231 $\frac{69}{100}$ tons register, official number 79663, age 6 months, three-masted schooner, classed at Lloyd's 100 A. 1 for 20 years], from Rangoon to Bombay with a cargo of 2,200 tons of rice, at 12-30 noon on the 20th April, whilst getting under weigh to proceed to sea, in pilotage charge, grounded on a sandbank (exact position not reported) in Rangoon River, Burma Coast, but got off again about three hours afterwards. No damage to vessel or cargo. No loss of life. [This casualty could have been avoided if the pilot had waited till the flood made.]

57. The British iron screw steamer EGBERT [of North Shields, 1,110 tons register, official number 70394, 4½ years old, schooner-rigged, classed A. 1 100 at Lloyd's], from Newcastle with a cargo of 1,918 tons coals and coke, bound to Bombay. At 7-50 P.M., 23rd April, when about 5 miles S. S. W. of the North Fort, Mokha, Red Sea, no land was visible; the master and second officer, being on the bridge at the time, felt her strike the ground; the engines were stopped and reversed full speed astern, soundings were taken, and a depth of 22 feet was found off the starboard quarter; the largest stream anchor was run out, but the ground being too hard the anchor was of no use. Endeavours were made by sails and steam to get her off, but to no effect. At 7 P.M. on the 24th, the natives were to have sent lighters, but the wind and sea increasing, the boats were not able to lay alongside the vessel, and consequently she was compelled to throw 100 tons of cargo overboard. At 1 A.M. of the 25th, when the weather moderated, the cargo (about 60 tons) was put into lighters, and she floated at 11-30 A.M. on the following day. Her hull was examined, and as she was making no water, her cargo was reshipped, and the vessel proceeded on her

voyage to Bombay. This casualty is said to have been caused by the strong current setting to N. N. E., about 5 knots an hour, and the weather being hazy on the land. Crew 27 men. No loss of life.

58. The British ship CITY OF NINGPO [of Glasgow, 986 tons register, official number 44788], from London to Calcutta with a general cargo. At 6-45 P.M. on the 3rd May, the vessel passed Saugor anchoring buoy, and reduced sails; the wind being fresh from S. W., she steered N. W. to counteract the leeway the vessel appeared to make. At 7 P.M. she suddenly came up to the wind and got aback, when she very slightly touched forward on the edge of the Long Sand, below the Long Sand spit buoy, River Hooghly. No damage.

59. The British ship IRON DUKE [of Liverpool, 1,435 tons register, official number 45933], from Calcutta with a cargo of jute, saltpetre, and stone ballast, bound to Dundee. Whilst proceeding down the River Hooghly in pilotage charge, the vessel grounded on the morning of the 5th May on the flat above Fisherman's Point, Hooghly River. At 8 A.M., when the flood made, she passed hawsers, and at 11-20 A.M. her stern swung off, and the vessel rounded to on her anchor; but before the tug could get his anchor and take up a position to tow the *Iron Duke* out, the tide had fallen, and the ship's port quarter took the flat again. At 6 P.M. a bower anchor belonging to the tug was laid out on the ship's starboard cable; passed hawsers at 8-30 P.M., and at 11-17 P.M. she was towed off and anchored at Fisherman's Point. The *Alexandra*, tug-steamer (which was lying at anchor above Fisherman's point), had her awning stretchers carried away, and some stanchions and a boat's davit damaged. The *Iron Duke* sustained no damage. No loss of cargo. No loss of life.

60. The British iron screw steamer SATARA [belonging to the British India Steam Navigation Company, 820 tons register, official number 56166, 12 years old], with ballast from Port Blair to Calcutta. At 11-10 A.M. on the 7th May, the vessel in pilotage charge, on rounding Fulta Point, in the Hooghly River, her helm was ordered to starboard to straighten her up the river, but the tiller chains parted, and her head tending towards the bank she naturally made a run for it. The engines were put full speed astern, but did not prevent the vessel going stem on to the bank; at 11-17 A.M. she came off. At 1-50 P.M., when dropping up clear of an inland steamer which was lying off the India General Steam Navigation Company's yard, in the middle of the channel, with two anchors ahead and the rudder unshipped, the *Satara* suddenly sheered to port and fouled her. No damage reported. No lives lost.

61. The British ship RESPIGADERA [of Liverpool, 1,629 tons register, official number 70851], from Calcutta with a general cargo, bound to London, proceeding down the River Hooghly (in pilotage charge). At 4 A.M. on the 11th May, orders were given to heave in to the 15 fathoms shackle outside the pipe, and at 4-25 A.M., with the 30 fathoms shackle, 3 fathoms abaft the windlass, the vessel started her anchor; but before she could be brought up she struck the barque *Reigate* on the starboard bow. The casualty occurred between Garden House steps and Camberbatches Point. Both vessels sustained damage about the topgallant bulwarks and rails, but no injury to the hull. No cargo lost. No lives lost.

(The cause of this collision was mistaking the 15 fathoms shackle for the 30 fathoms shackle.)

62. The British barque REIGATE [of 996 tons register], from Calcutta bound to Mauritius. On the 11th May, at 4 A.M., the vessel, whilst lying two ships' length below the sluice gate at Garden Reach in mid-channel, was fouled by the ship *Respigadera*, carrying away her starboard topgallant bulwarks and rail from forward to after part of fore rigging, head gear, &c. The pilot in charge reported that, when he boarded her at 9 A.M., she was riding with the port anchor down and 30 fathoms of chain outside the pipe. At 10-30 A.M., the ship *Compta* dropping down, going very near ahead of the *Reigate*, more chain was paid out, and the helm was put hard a-starboard, but the *Compta's* anchor hooked the *Reigate's* chain and came alongside, but she scarcely touched the *Reigate*. Immediately an Assistant Harbour Master in charge of the *Compta* ordered his vessel's crew to heave in chain, and having found his ship's anchor foul of the *Reigate's* chain, they slipped and drifted away clear at 12-30 P.M. No lives lost.

63. The British Indian muchwa ESWANTI [of Vingorla, 14½ tons register,

official number 1495, age 16 years, class not reported], from Tiracol with a cargo of cocoanuts, bound for Vingorla. On the 12th May the craft attempted to go out to sea, with no sails set, and 5 men rowing; at 4 A.M. a heavy sea struck her when at the entrance of Tiracol River (Bombay Coast), and she immediately turned on her broadside and capsized. The vessel was damaged to the extent of Rs. 200, and the cargo Rs. 250 (?). Crew of 6 hands; 2 men were saved in a fishing toney in charge of coast-guard inspector, and 4 swam to the shore.

64. The British Indian muchwa SAKRI SALAMATI [of Bankote, 4¼ tons register, official number 4141, age 10 or 12 years], with a cargo of groceries and drugs from Carija to Sai, encountered a heavy sea on the 13th May, and at 4 P.M. filled with water and sank when between Peerwadi and Danda, Bombay Coast. The craft was subsequently recovered, but all her cargo was washed out of her. Cargo, partial loss, valued at Rs. 268. No loss of life.

65. The American wooden barque CHARLEY [of Windsor, Nova Scotia, 770 tons register, official number 66528, age 5 years, classed Veritas for 8 years], from Colombo with a cargo of oil, coir, and plumbago, bound to Alipee and thence to New York, grounded at 2-45 A.M. of the 16th May in latitude 8° 3′ N., and longitude 77° 58′ E. (Gulf of Manár), in consequence of her being carried out of her course by a strong north-westerly current; the vessel got off and proceeded to sea, but put back to Colombo in a leaky state. She was examined by European divers, who reported that her keel was much injured and chafed, several places being torn away and broken; also that her bottom planks were much chafed. Her cargo had been safely discharged, but the vessel was finally condemned and sold at Colombo. [Immediately after the casualty an enquiry was held by the Superintendents of Wrecks, but no damage was ascertained at the time, the weather being unfit for a diver to go down and examine the bottom of the vessel.]

66. The British Indian muchwa DARIA DOWLUT [of Penn, 8¼ tons register, official number 618, age 25 years], from Wogotna to Bombay with a cargo of 21 kandies of paddy. The craft left Wogotna on the morning of the 17th May, and at 4 P.M. of the same day she ran aground in the creek near Rameri, in Wogotna River, and heeling over, a large quantity of her cargo was washed out of her. It appears that no look-out was kept. No damage to craft. Rs. 219 worth of cargo was lost. No loss of life.

67. The British iron screw steamer CLAN RANALD [of Glasgow, 1,356 tons register, official number 80439, schooner-rigged, class not reported], from Point de Galle, bound for Falmouth with a cargo of rice. The vessel experienced heavy weather after leaving Point de Galle. On the 17th May (one day out) she took a heavy list to port, leaking slightly in the after 'tween decks; about 100 tons of cargo jettisoned to get ship upright. Not reported if vessel received any damage. No loss of life.

68. The British iron screw steamer CULNA [belonging to the British India Steam Navigation Company, 1,532 $\frac{88}{100}$ tons register, official number 80435, 4 months old, schooner-rigged, classed 100 A.], from Rangoon on the 16th of May with a cargo of rice, bound to Negapatam. Immediately after leaving she encountered a cyclone in the Bay of Bengal, and from the 19th to the 22nd May, heavy seas washed completely over the vessel, and the after part and decks were at times under water, which necessitated the removal of the deck passengers to the saloon and cabins. She lost one of her boats. Considerable damage to vessel and cargo; to what extent not reported. Crew 80 men and 560 passengers. No lives lost.

69. The British screw steamer SOLWAY [of West Hartlepool, 510 tons register, official number 67542, schooner-rigged, age 6 years, classed A. 1 at Lloyd's], from Bandar Abbas to Constantinople with a general cargo. At a little before midnight on the 22nd May, when about 50 miles S. S. E. of Bushire in the Persian Gulf, the steamer took fire; cause unknown. Damage to cabin fittings, &c., £200. The cargo was damaged; amount not known. No lives lost. [Does not come on the wreck chart.]

70. The British iron screw steamer KRISHNA [of Glasgow, 198 $\frac{65}{100}$ tons register, official number 78645, schooner-rigged, age 8 months, no class], from Panjim (Goa) to Bombay in ballast. On the morning of the 23rd of May the vessel proceeded to sea, but immediately afterwards experienced heavy squalls

with rain from S. W., and the ship being light would not steer well. At 3 A.M. she lost sight of the Agoada light, and after having headed up for Vingorla the wind increased rapidly to a heavy gale, and at 4 A.M. she shipped a tremendous sea over all, the afterhold and cabin were half full of water; and finding the gale increasing in force, and fearing such another sea might strike her and that the ship might founder, the master, at 5-30 A.M., ran her on the sandy beach about 500 yards to the northward of Réri Fort, near Vingorla, Bombay Coast. The native magistrate and the police were most prompt in rendering assistance in landing the passengers. She remained hard and fast on the sands, and was abandoned as a wreck to the underwriters; but on the 16th of November 1879 she was got off. The amount of damage to the vessel was not reported. Crew of 31 men and 200 passengers. No lives lost. [A Court of Enquiry assembled at Bombay in December last to enquire into the circumstances connected with the stranding of the above vessel. The Court, after reviewing the evidence, considered that Captain E. Powell should have paid more attention to the signs, which must assuredly have shown themselves that a storm was approaching (for it appears from the weather reports all along the coast, from Cochin including Vingorla, that bad weather was close at hand, which culminated in a cyclonic storm of exceeding severity). At the same time the Court took into consideration that Captain Powell appeared to "have been the only officer to navigate the ship, and to look after all the duties connected with the continued movements of the vessel, calling at every little harbour on the coast, and looking after, and embarking and disembarking, the passengers and their baggage, by which his attention must have been diverted, in some measure, from the atmospheric changes which were taking place. Under all the circumstances the Court considered that he exercised a sound discretion in beaching the vessel. The promptitude and skill with which, under perilous and trying circumstances he successfully accomplished that object, and thereby saved the vessel under his command and the lives of the very large number of persons on board (of whom two hundred were panic-stricken passengers, comprising helpless women and children), deserve, and hereby receive, the warm commendation of the Court." The Court thought that the *Krishna* should have been provided with a West of India coast guide and with large scale charts of the coast. It was also of opinion "that measures should be taken by Government to ensure all passenger vessels proceeding along the coast being provided with an adequate supply of serviceable boats."]

71. The British iron ship BRENHILDA [of Greenock, 1,321 tons register, official number 67936, 5 years old, classed A. 1 100 at Lloyd's], from Algoa Bay to Calcutta in ballast. The vessel was proceeding up the Bay of Bengal, and at 2-15 A.M., 24th May, came into collision with the steamer *Ava* when about 70 miles S. W. of the Eastern Channel light-vessel, Bay of Bengal. The *Brenhilda* had her bow stove in, and her fore compartment filled with water. The vessel was very light, being in ballast, or it is quite probable that she too would have foundered. Crew 28 hands. No loss of life.

(For an account of this collision, see Wrecks, No. 255.)

72. The British iron screw steamer LADY LYCETT [of London, $1,198\frac{74}{100}$ tons register, official number 65293, schooner-rigged, age 7 years, classed at Liverpool A. 1 90], from Bombay, bound to Liverpool with a general cargo. After leaving (on the 22nd May), the vessel experienced very heavy gales, and decided on the 28th to return to Bombay, where she arrived on the 2nd June. The Chief Engineer of H. M.'s Dockyard examined the vessel and found she had sustained no damage, and after coaling she again left Bombay for her homeward voyage. Crew of 26 men, 5 cabin and 59 Arab deck passengers. A native passenger was killed by the heavy seas, and another injured in the thigh; the latter was sent ashore to the hospital on the arrival of the vessel at Bombay.

73. The British Indian schooner C. K. SANOONDARRY [of Akyab, 574 tons register, official number not known, 10 years old, not classed], from Akyab to Negapatam with a cargo of 11,261 maunds of paddy, valued at Rs. 15,766. On the 27th May, when in latitude 14° N., and longitude 90° E. (Bay of Bengal), the vessel experienced very heavy weather, lost her mizen and main topmasts, and the boats were carried away. No damage to cargo. Crew 24 men. No loss of life.

74. The British iron screw steamer CITY OF CARTHAGE [of Glasgow, 2,651 tons register, official number 68068, belonging to the City Line of steamers], from Liverpool *viâ* Suez Canal with a general cargo, bound to Calcutta, grounded, whilst proceeding up the River Hooghly in pilotage charge, on the 27th May, at 1-45 P.M., a little to the westward of No. 1 track, Eastern Gut, on the James and Mary's shoal. She floated again at 2-55 P.M., and proceeded up to town without having sustained any damage. The casualty was caused by the vessel not answering her port helm.

75. The French wooden barque HENRIETTE [of Marseilles, 690 tons register, official number 1859, age 5 years, class not reported], from Bourbon and Mauritius with stone ballast to Calcutta. At about 2-30 P.M. on the 28th May, in pilotage charge, and in tow of tug steamer *Victoria*, whilst hauling into the Western Gut (James and Mary's shoal), in the River Hooghly, the wind being S. S. E., suddenly shifted to E. S. E., paying the ship's head off, so that she took the ground before the anchor could bring her up. At 8 A.M., on the 31st, she was towed off by the tug and proceeded to town. No damage.

76. The British iron barque HENRIETTA [of Liverpool, 1,065 tons register, official number 78727, age 2 years, class not reported], from Bombay with a general cargo, bound for Liverpool, at 9-45 A.M. on the 31st. May, whilst getting under weigh (in pilotage charge), was improperly steered to pass between the buoy placed to mark the northern extent of danger on the Middle Ground shoal (Bombay), and allowed to be drifted by the tide, without even an anchor having been let go, on to the rocks, in a position about 60 feet nearer the fortification on the island than to the buoy where the vessel laid, resting on the starboard bilge, at great risk of serious injury to ship and cargo for several hours, until the tide rose and floated her off. Divers examined her bottom, and reported that no rivets in the plates had been started, and that she had otherwise received no damage. The vessel sailed again on the 3rd June. No loss of cargo. Crew of 21 men. No lives lost. [The circumstances attending this casualty were so clear that it was not considered necessary to detain the barque for the appointment and proceedings of the Marine Court, but a meeting of the Trustees of the Port of Bombay was held on the 19th June, and after a careful consideration of the case, the Trustees were of opinion that the grounding of the vessel was to be attributed to gross neglect and carelessness on the part of Mr. Rean; he was therefore reduced from acting 2nd class pilot to the bottom of the list of pilots. The Governor of Bombay confirmed the finding, and directed that the pilot be reduced to the 3rd place on the 3rd grade of pilots.]

77. The British iron ship BELFAST [of Liverpool, 1,865 tons register, official number 70875, classed at Lloyd's A. 1 for 20 years, age 5 years], from Liverpool to Calcutta with a cargo of salt. All went well until the morning of the 31st May, when, passing to the eastward of the Chagos Archipelago, in latitude 8° 36′ S., and longitude 81° 40′ E. (South Indian Ocean), she encountered a severe gale from E. S. E. The jibboom, foretop mast, fore and main royal masts, were carried away. No cargo damaged. Crew of 39 men, and 1 stowaway. No loss of life.

The following vessels were damaged during the cyclonic storm and subsequent heavy weather which occurred on the West Coast of India during the latter part of May 1879:—

78. The British Indian pattimar HANUMANTH PRASAD [of Calicut, $23\frac{126}{130}$ tons register, official number 18], from Calicut to Mangalore with a cargo of castor oil and saltpetre; driven on to the shore about 100 yards south of Causergode River, Malabar Coast. Damage to vessel Rs. 300; to cargo Rs. 183. Crew 6 men. No loss of life.

79. The Native battalla JADEVE [of 69 tons register, official number 351, belonging to Adgas in Guzerat], from Beypore to Bombay with a cargo of 32 tons of timber logs and saplings; driven ashore off Oopla, one and a half miles south of Munjeshwar, Malabar Coast. Damage to craft estimated at Rs. 2,000. Rs. 273 worth of cargo was lost. Crew 16 men; 1 life lost.

80. The Native padow VIJILIPRASAD of Broach, from Ponány with a cargo of gunny bags and cocoanuts, bound to Broach, was driven ashore near Codee, to the north of Mangalore, Bombay Coast. Damage to vessel Rs. 300; to cargo Rs. 590. Crew 9 men. None lost.

81. The Native battalla PADARTH [of Rajkot, 69¼ tons register, official number 3673], from Mangalore to Bombay with a cargo of rice, copra, horns, &c., stranded off Cunnyteerta, about 2 miles north of Munjeshwar, Malabar Coast. Damage to vessel Rs. 2,000; to cargo (partially lost) Rs. 9,634. Crew 7 men and 1 passenger. Two lives lost.

82. The British Indian pattimar RAMBAN BALAT [of Malwan, 22¾ tons register, official number 1203], from Hangarkotta (Barkur) with a cargo of 19½ tons rice, turmeric, and coir, to Malwan, was driven ashore off Munnoor, Bombay Coast. Damage to vessel Rs. 400. Cargo all lost; value Rs. 2,135. Crew 8 hands. None lost.

83. The British Indian ganja CULLIAN PURSAD [of Bombay, 129$\frac{10}{100}$ tons register], with a cargo of empty casks, &c., to Calicut, was driven ashore about 5 miles south of Codee, to the north of Mangalore, Bombay Coast. She was damaged to the extent of Rs. 8,000. Cargo worth Rs. 122 was lost. Crew 12 men and 2 passengers. None lost.

84. The British Indian suvala MOTI PRASAD [of Esswent-ghur, near Rajapur, 16 tons register, official number 3553], from Cumta to Canacon with a cargo of copper sheets, drove ashore outside Tudri Creek, Bombay Coast. Damage to vessel estimated at Rs. 50. No cargo lost. Crew 7 men and 1 passenger. No lives lost.

85. The British Indian muchwa YESHWANTEE [of Ratnagiri, 7 tons register, official number 2681], from Ratnagiri with a cargo of rice to Anjanvel, was driven ashore at Tolkeshwar, entrance of Dabhol River, Bombay Coast. Damage to vessel Rs. 100. Cargo totally lost, valued at Rs. 255. Crew 4 hands and 3 passengers. Two lives lost.

86. The British Indian muchwa LUXMEE [of Panwell, 6 tons register, official number 2724], from Panwell River to Bombay with 2,000 bundles of straw, foundered when near Elephanta Island, Bombay Harbour. The vessel was afterwards raised. Damage to muchwa Rs. 40. Cargo totally lost, valued at Rs. 32. Crew 5 men. No lives lost.

87. The British Indian gulbut YAMUAPRASAD [of Malwan, 6¼ tons register, official number 1544], from Vingorla with a cargo of copra oil to Deoghur, filled with water and capsized off Nuti, Bombay Coast, and afterwards was washed ashore, when she sustained some slight damage. Cargo all lost, valued at Rs. 150. Crew 6 hands. None lost.

88. The Native kotia DOWLUT PRASAD [of Dwarka, 51¼ tons register], from Vingorla to Bombay with a cargo of cotton, was driven ashore off Bhugwee, near Nuti, Bombay Coast. Damage to vessel Rs. 4,000. Value of cargo unknown. Crew 9 men. No lives lost.

89. The Native battalla SALLAMATI [of Cutch, 80 tons register], from Bombay to Vingorla, was driven ashore in Vingorla Harbour. Damage Rs. 1,000. No cargo on board. Crew of 10 men. No lives lost.

90. The Native muchwa BHAVANI [of Habsan, Hubsis territory, 4 tons register, official number 17], from Vingorla to Bombay with a cargo of mangoes, capsized, but was afterwards washed on shore off Nuti, Bombay Coast, where she sustained some slight damage. No loss of life.

91. The British Indian craft SURYABAN [of Honore, 25 tons register], from Cumta to Bombay with a cargo of cotton, was driven on to the rocks at Koora Rocky Island. Damage to vessel Rs. 500. Cargo partially lost; amount not known. Crew 10 men. No loss of life.

92. The British Indian muchwa ESWANTI [of Viziadurg, 20¼ tons register], from Goa with a cargo of cocoanuts and mangoes, bound to Jaitapur, was driven ashore opposite Tondowlee, a village about 5 miles north of Malwan, Bombay Coast. Damage to vessel Rs. 200; to cargo Rs. 100. Crew 7 men. Two lives lost.

93. The British Indian padow ARMOBAKHAS [of Broach, 38 tons register, aged 35 years], from Ponany with a cargo of cocoanuts and gunny bags, bound to Broach, driven ashore outside Tudri Creek, Bombay Coast. Damage to vessel Rs. 500; to cargo Rs. 100. Crew 10 men. No loss of life.

94. The British Indian craft NENDOO [of Alibag, 5½ tons register, official number 1829, 20 years old], from Malwan with a cargo of 2,000 cadjans, was driven ashore in Malwan Harbour, Bombay Coast. Damage to vessel Rs. 100. No cargo lost. Crew 7 men. No lives lost.

95. The British Indian craft MAHAMUDI [of Malwan, 9⅓ tons register, official number 2092], from Bombay to Malwan, was driven ashore in Malwan Harbour. Damage estimated at Rs. 125. Crew 9 men. None lost.

96. The British Indian muchwa PALKEE [of Malwan, 7 tons register, official number 1652], from Nuti to Malwan, drove ashore in Malwan Harbour. Damage Rs. 100. Crew 5 men. No loss of life.

97. The British Indian craft RAMBAN [of Malwan, 7⅓ tons register, official number 2048], from Bankot to Malwan, broke her cables and drove ashore in Malwan Harbour. Damage Rs. 50. Crew 4 men. None lost.

98. The British Indian muchwa YESHWANTI [of Ratnagiri, 3¾ tons register, official number 9256], from Bombay with a cargo of oil, grain, copper, &c., bound to Poranghur, drifted on to Rundpar rocks, Paos Bay, and was swamped. Damage Rs. 200. Cargo all lost; value Rs. 525. No lives lost.

99. The British Indian muchwa HOOSAINI [of Ratnagiri, 3½ tons register, official number 9472], from Panjim (new Goa) to Ratnagiri, driven ashore in Malwan Harbour. Damage to craft Rs. 215; cargo Rs. 60. No loss of life.

100. The British Indian gulbut DASARATH [of Alibag, 19¾ tons register, official number 2339, age 22 years], from Tiracol to Bombay, driven ashore about 3 miles north of Malwan. Damage to vessel Rs. 400; cargo Rs. 600. Crew of 12 men. No loss of life.

101. The British Indian muchwa HURRIPURSAD [of Malwan, 9¼ tons register, official number 2049], from Jaitapur to Malwan, driven ashore off the village of Teeorambee, near Viziadurg, Bombay Coast. Slight damage. Crew of 6 men and 19 passengers. Two lives lost.

102. The British Indian muchwa MAMUDI [of Ratnagiri, 6 tons register, official number 5223], from Goa to Ratnagiri, washed up on the beach at Malwan Harbour. Damage to craft Rs. 150. No loss of cargo. No lives lost.

103. The Native hodi LUXMI [of Borlai (Hubsis territory), 4¼ tons register, official number 142], from Kochra to Bombay, swamped and washed up on the beach near Koora Rocky Island, 3 miles north of Malwan. Damage to vessel Rs. 150; to cargo Rs. 350. No lives lost.

104. The British Indian pattimar PALKI [of Bankot, 15 tons register, official number unknown], from Pigeon island to Bankot, driven ashore off Koora Rocky Island, north of Malwan Harbour. Damage to craft Rs. 300. Cargo all lost; value Rs. 1,500. Crew 9 men. Two lives lost.

105. The British Indian craft DARYA BAHADUR [of Malwan, 9 tons register, official number 2350], whilst lying empty in Malwan Harbour, was driven ashore and sustained damage to the amount of Rs. 50. No loss of life.

106. The British Indian sebua DARIA DOWLUT [of Anjanvel, 18 tons register, official number 4771], from Mombri, a sub-port of Deoghur, to Bankot, drifted ashore 3 miles to the north of Malwan. Damage to craft Rs. 500. Crew 8 men. One life lost.

107. The British Indian pattimar KANTIPURSAD [of Esswentghur, 29½ tons register, official number 4043], from Vingorla to Rajapur, washed up on the beach at Tur Kurli, a sub-port of Malwan. Damage to craft Rs. 400; to cargo Rs. 1,000. No loss of life.

108. The British Indian muchwa ESWANTI [of Malwan, 18 tons register], from Vingorla to Malwan, was driven ashore about 6 miles south of Malwan. Damage to craft Rs. 250. No loss of life.

109. The British Indian padow YESHWANTI [of Anjanvel, 14¼ tons register, official number 5596], from Carija to Ratnagiri, filled and sank off Nocar in Bombay Harbour. She was subsequently recovered, but her cargo of salt was washed out of her. Damage to craft Rs. 100; cargo all lost, valued at Rs. 1,110. No lives lost.

110. The British Indian muchwa POONWA [of Alibag, 6¼ tons register, official number 2269], from Bombay to Revdanda, driven on to the rocks off the fort of Korlai at the entrance of Kundalika River. Very slight damage. No loss of life.

111. The British Indian padow MUCHERI [of Surat, 10¾ tons register, official number 235], from Borlai (Hubshis territory) to Bombay, driven on Chaul Kadu reef, near Alibag. Very slight damage. No loss of life.

112. The British Indian battalla RATNAGIRI [of Bombay, 52 tons register,

official number 4017], sunk whilst lying at anchor in Mody Bay, Bombay Harbour; was afterwards raised. Little or no damage. No loss of life.

113. The British iron barge SPEED [of Bombay, 44 tons register, official number 3103], sunk in Mody Bay, Bombay Harbour; since raised. No damage to vessel. No loss of life.

114. The Indian Government steamer DALHOUSIE parted from her moorings and struck on a mud bank between the Apollo and Arthur Bunders, Bombay; she was subsequently got off. No damage reported.

115. The British Indian mahagiri LUXMEE [of Bassein, 15$\frac{8}{4}$ tons register, official number 2823], from Kallian to Mora, foundered near Mora Bunder, Bombay Harbour, but was subsequently raised. Cargo, valued at Rs. 1,275, was lost. No loss of life.

116. The British Indian padow MACHMIOR [of Viziadurg, official number 4116], from Penn to Viziadurg, driven ashore at Kelsee, to the south of Bankot. Damage to vessel Rs. 150. Cargo (total loss) Rs. 600. No lives lost.

117. The British Indian muchwa GANESH PRASAD [of Anjanvel, official number 4193], from Herni to Bombay, driven ashore off Herni Bunder. Damage Rs. 200. No lives lost.

118. The British Indian muchwa NARAYAN PRASAD [of Ratnagiri, 7$\frac{1}{4}$ tons register, official number 8101], from Paranghur to Bombay, struck on the rocks off Mathana, near Kilwa Mehim. Slight damage. No loss of life.

119. The Native padow LUKHMI PUSSA [of Cutch, 49 tons register], from Beypore to Cutch with a cargo valued at Rs. 3,000, drifted ashore near Márát, Calicut, Malabar Coast. Damage not reported. Rs. 2,000 worth of cargo lost. No loss of life.

120. The Native kotia RUPAREL [of Rajkot, 43$\frac{1}{3}$ tons register, official number 3920], from Bombay to Carwar with a cargo of grain, copper, piece-goods, &c., ran on to the bar off Unjurli, near Herni. Damage to vessel Rs. 1,000; to cargo about Rs. 6,000. Crew of 10 men. No loss of life.

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121. The British iron screw steamer CYRENE [of Liverpool, 709 tons register, official number 70934, age 4 years, schooner-rigged, class unknown], from Maulmain with a cargo of rice, bound to Port Said and Malta. The vessel being short of coal, put into Trincomalee on the morning of the 1st June, and the master, in steering her to the place of anchorage without availing himself of the service of a pilot, and also having no proper chart pointing out the position of the York shoal, grounded his vessel on S. E. side of the shoal. Ineffectual attempts were made to get her off, but H. M. S. *Euryalus* (at anchor in the harbour at the time of the accident) came to her assistance, and after a little delay she managed to tow the vessel off. No damage to ship or cargo. Crew of 40 men and 2 passengers. No lives lost.

122. The French wooden barque SOUVERAIN [of Marseilles, 665 tons register, age 3 years, classed at Veritas 3-3 L. 1. 1.], from Calcutta to Bourbon with a cargo of 1,000 tons grain, valued at Rs. 1,10,800. On the 30th of May, whilst in latitude 19° 43′ N., and longitude 86° E. (Bay of Bengal), she experienced heavy squalls and high sea. The gale increased until 4th June, causing damage to sails and other minor losses. On the 5th, in latitude 19° 14′ N., and longitude 87° 25′ E., the chock of the rudder was split in five different places. Efforts were made to put the rudder in order, but they were ineffectual, and the vessel was brought back to Calcutta in tow of the steam-tug *Bull Dog*. She returned to port on the 11th June. On the 13th June, whilst the barque was being towed across the Hooghly Bridge to a place near the Union Dock for discharging cargo, she collided with the ship *Shah Jehan*, and sustained certain damages. She was surveyed, and the total damages estimated at Rs. 33,000: 41 bags of grain damaged, loss Rs. 176. On the 9th August the barque left Calcutta thoroughly repaired. Crew of 17 men. No lives lost.

123. The British iron ship ARTIST [of Liverpool, 1,371 tons register, official number 51040, age 15 years, classed at Liverpool Lloyd's for 11 years], from Liverpool to Calcutta with a cargo of 1,756 tons of salt, valued at Rs. 39,000. On the 10th of June the vessel encountered a severe gale, in latitude 37° 39′ S., and longitude 19° 31′ E. (South Indian Ocean); she shipped

heavy seas, which did considerable damage; she lost 150 feet of upper bulwarks; spars and boats went adrift, the deck-house was stove in, and several iron stanchions were broken in the lower bulwarks. In this emergency a portion of the crew, who had on the 8th broken into the hold and stolen some brandy, were in a stupid and half intoxicated condition and quite unfit for work. The men continued in a mutinous state until the 3rd of July, when the ringleader was placed in irons. They were finally brought to trial at the Police Magistrate's Court at Calcutta and punished. The vessel sustained damage from the heavy weather to the extent of £150. No cargo lost. Crew of 29 men and 2 passengers. No loss of life.

124. The British iron screw steamer THESSALY [of Liverpool, 1,243 tons register, official number 76546, brig-rigged, age 2 years, classed at Lloyd's A. 1. 100], from Bombay to Havre, with a cargo of 1,878 tons cotton, coffee, and seeds, valued at £80,000. She left Bombay on the 7th June, and arrived at Aden on the morning of the 17th, and left again at 11-30 A.M. the same day. It seems that all went well until she entered the small strait of Báb-el-Mandeb. At 9-50 P.M. of the 17th the vessel struck inside of the Azalea rock, situated to the south-east of Perim Island. Every effort was made to get the ship off; but owing to the heavy sea and wind, some holes were knocked in her bottom, and she rapidly filled. At 4-30 A.M. the following day, two large ropes were made fast to the cylinders of the *Azalea* (lying on the rock) and taken to the windlass to assist the engines. Finding that the engines, with the assistance of these ropes, would not start the vessel, orders were given to jettison the cargo from the foreholds, and about 130 bales of cotton were thrown overboard. The S. S. *Tuscany* arrived at 7 A.M., and the tow-rope was got ready to pass to her; but before she could get into position, the ship had laboured so heavily that there was 16 feet of water in No. 2 hold and 2½ feet in the engine-room, although the pumps had been kept going. When it was found impossible to get the ship off, the passengers and their baggage, and some of the crew, were transferred to the *Tuscany* and taken on to Suez. The S. S. *Edinburgh*, bound for Aden, passing on the 18th, sent a boat alongside, and was asked to report the casualty to the authorities on arrival at Aden, which was done on the morning of the 19th. At 4 P.M. of the same day, the Indian Government steamer *Dagmar* left to render assistance with two agents of the Liverpool Salvage Association, a diving apparatus, two divers, and some coolies, and on the 26th July the *Thessaly* was got off and towed into Perim Harbour. From this place she was eventually towed to Aden, where she arrived about the 6th August. Damages to the vessel were estimated at about £20,000; the cargo was partially lost; value not known. Crew of 36 men and 4 passengers. The master and 9 men were brought to Aden in the Indian Government steamer *Dagmar*. [A Court of Enquiry was held at Aden, under Section 5 of Act IV of 1875, on the 5th August. After a very close investigation of the circumstances attending the casualty, the Court was of opinion that the master was to blame for the following reasons:—

1st.—In neglecting to take constant and careful compass bearings of the Perim light after the bearings of that light indicated danger, more especially (as stated by the master) as there was a strong current running to the westward. There was also a haze which prevented Perim Island being seen clearly.

2nd.—By going full speed with the bearing of the light indicating danger all the time, and, in addition to this, that the vessel was steering badly and not making her courses good.

3rd.—By not at once placing the vessel on a safe bearing, which he could have done in about five minutes, when her course was altered to N. by W., as there was plenty of room to have put the helm hard a-port had he considered it necessary to do so.

The Court under these circumstances found the master, Frank Harbord, guilty of misconduct in having steered the S. S. *Thessaly* in a reckless manner between the hours of 9-30 P.M. and 9-50 P.M. on the night of 17th June, and the Court considered it its duty, as a caution to the master, that his certificate as a master be suspended for a period of three months. The Government of Bombay confirmed the decision.]

125. The British iron ship NEBO [of Glasgow, 1,383 tons register, official number 78557, 2 years old, classed at Lloyd's 100 A. 1], from Bassein to Falmouth with a cargo of 2,015 tons rice, valued at about £14,105. On the 18th of June, at 2 A.M., whilst proceeding down the Bassein River (Burma) in pilotage charge and in tow of the steamer *Conqueror*, the ship took a sheer across the tide and would not steer. The wind at the time was S.S.W. (moderate breeze); the tug went astern full speed, but the ship ran on a soft mud bank near Yea-Joue Creek, Bassein River. She remained aground for four hours; but when the flood made, she came off without any difficulty and proceeded to sea. No damage. No cargo lost. [A Marine Court was assembled at Bassein on the 27th August, to enquire into the conduct of Mr. Hocking, licensed pilot, under Rules 23 and 32 of the Pilot Rules. After having duly considered all that had been brought before it, the Court was of opinion that the pilot was guilty of carelessness, resulting in the grounding of the vessel; and also of disobedience to Rule 32 of the Pilot Rules. The Court recommended that the defendant should be suspended for one month. The Chief Commissioner of British Burma confirmed the finding of the Court.]

126. The British iron ship CHRYSOMENE [of Liverpool, 1,778 tons register, age 6 years], from Calcutta to Dundee with a cargo of jute, whilst proceeding down the River Hooghly on the 20th June in pilotage charge and in tow of tug *Enterprize*, on going round Melancholy Sand, slightly grazed the edge of the sand on the starboard side, but did not stop. No damage.

127. The British iron screw steamer EGBERT [of North Shields, 1,114 tons register, official number 70394, classed at Lloyd's], from Bombay to Liverpool. Her boiler tubes were leaking, and the vessel put into Aden, about 20th June, for repairs. Cause unknown.

128. The British iron screw steamer LADY LYCETT [of London, 1,198 tons register, official number 65293, age 7 years, classed at Liverpool A. 190], from Bombay with a general cargo, bound to Liverpool. On the 20th of June, at 7 A.M., whilst lying at anchor in Aden Harbour, the plugging of the boiler tubes burst.

129. The British iron screw steamer CELTIC MONARCH [of London, 1,308 tons register, official number 79692, classed at Lloyd's 100, a new vessel (built in 1879), schooner-rigged], from Port Said to Penang with a general cargo. At 8 P.M. of the 20th June she grounded on the 18 feet patch, in latitude 12° 57′ N., and longitude 43° 2′ E. (Red Sea), caused by a strong current setting to the W. by N., about 4 knots per hour; she was got off after jettisoning her deck cargo of acids. Damage to vessel £200. Value of cargo lost unknown; carried a crew of 31 men and 10 passengers. No loss of life.

130. The British iron screw steamer CLAN GORDON [of Glasgow, 1,354 tons register, official number 80441, age 3 months, brig-rigged, classed at Lloyd's A. 1 100], from Point de Galle with a cargo of rice, bound to Malta. Whilst in the Arabian Sea, she encountered heavy weather and shipped large quantities of water. At 4 P.M. on the 21st June, one boat was stove in, the cabin doors smashed, saloon flooded, the fore bulkshead of rooms amidships started, and bridge ladder carried away. Damage to vessel £100. No damage to cargo. Crew of 33 hands and 4 passengers. No lives lost.

(This vessel put into Aden for repairs.)

131. The British Indian muchwa PALKEE [of Bassein, 4⅓ tons register, official number 2306, 11 years old], from Bassein to Bombay, was sunk in Tannah River, Bombay Coast, during a storm on the 25th June. The muchwa was recovered. Cargo totally lost; value Rs. 100. No loss of life.

132. The British wooden ship COPENHAGEN [of London, 876 tons register, official number 15830, 24 years old, classed at Lloyd's A. 1 for 14 years], from False Point to Colombo with a cargo of 1,050 tons of rice. After leaving False Point, the vessel encountered a cyclone in the Bay of Bengal, in latitude 19° 30′ N., and longitude 87° 30′ E., on the 26th June; she sprung a serious leak, and had to throw overboard about 450 bags of cargo, besides losing a suit of sails, a quarter-boat, &c. On the 27th, 28th, and 29th, the pumps were in use as much as possible, but the depth of water in the hold increasing rapidly, and the ship being much strained, she was obliged to put back to Calcutta for repairs. The amount of damage to the vessel and cargo could not be ascertained. Crew of 29 men. No loss of life.

133. The British Indian barque ISKANDER SHA [of Calcutta, 790 tons register, official number 306807, 28 years old], from Jiddah to Chittagong and Calcutta with a cargo of 23,510 maunds salt, valued at Rs. 12,000. The vessel left Jiddah on the 15th May, and reached Alipee on the 8th June, whence having shipped some cargo she sailed again on the 15th, pumping 20 inches in 6 hours. On the 27th, being in latitude 19° 54′ N., and longitude 87° 50′ E., Bay of Bengal, she encountered a cyclonic gale with heavy seas, causing the leak to increase. On the 28th she had about 4 feet of water in her hold; the main topsails were blown away, and the decks were under water. The vessel eventually arrived on the evening of the 10th July, in Kurnafooli (Chittagong) River, and was moored off Moish Kallee. Damage to vessel and cargo not reported. Crew of 36 hands. One life lost.

134. The Spanish iron screw-steamer VICTORIA [of Bilbao, 1,900 tons register, age $3\frac{1}{8}$ years, classed A. 100], from Aden to Singapore and Manilla with a general cargo. On the 3rd July, at about 10 P.M., when in latitude 11° 35′ N., and longitude 62° 8′ E. (the north-east coast of Africa), the propeller shaft and tube broke. The vessel put back to Aden for repairs. No loss of life.]

135. The British iron ship CITY OF FLORENCE [of Glasgow, $1,199\frac{79}{100}$ tons register, official number 56,171, 12 years old, classed at Glasgow* A.-A. 1], from Calcutta to London with a general cargo. The vessel was proceeding down the Eastern Channel on the 7th July in pilotage charge and in tow of steam tug *Mary Stuart*. At 1-15 P.M. the *City of Florence* drifted on to the hawser of the "Intermediate" light-vessel *Canopus*, her port quarter coming into collision with the bowsprit and cut-water of the *Canopus*. At 6 P.M. the *City of Florence* bore up and anchored at Saugor, and the following day she put back to Calcutta for repairs. She was considerably damaged; to what extent not reported. No damage to cargo. Crew 31 men. No lives lost. [A Marine Court was held at Calcutta on the 23rd July, to try the pilot for having caused the ship *City of Florence* to collide with the light-vessel *Canopus*. Captain Hunter, of the *City of Florence,* was strongly in favour of the accused, and stated that every order given by the pilot was in his opinion a proper one. The tug did not obey her helm when ordered to port, or the collision would never have taken place. Though considerable damage was done to the *City of Florence*, and great expenses were incurred by return and detention of ship, Captain Hunter stated that the accused did the best for everything by going ahead; having every confidence in him. From the evidence of the master and officers of the ship *City of Florence,* combined with the experts called by the prosecution, and the evidence of those called, in charge of *Bull Dog* and *Court Hey,* who were in charge of ships on same day and going same course, it was proved to the satisfaction of the jury that the accused was not guilty of ignorance, negligence, carelessness, or unskilfulness in the performance of his duty. The Judge of the Court entirely agreed with the verdict found by the jury.]

136. The Indian Government composite vessel CANOPUS [of Glasgow, $252\frac{55}{100}$ tons register, official number 73848, 3 years old, classed at Glasgow A. 1 for 20 years], stationed at the Sandheads as the "Intermediate" light-vessel. On the 7th July, the *City of Florence*, which was going down the Eastern Channel in tow of tug *Mary Stuart* from Saugor, had proceeded safely on its way until about 1-15 P.M., when she came into collision with the "Intermediate" light-vessel, thereby damaging the *Canopus's* figurehead, splitting the lining piece of the covering board, breaking the stansails, and slackening some of the seams. The light-vessel being leaky,—having 12 inches of water in her after the collision,—was brought up to Calcutta the next day for repairs, fearing that should she encounter heavy weather the leak might increase and prove dangerous. The *Canopus* sustained damage to the amount of Rs. 700. Crew of 29 hands. No lives lost.

137. The Indian Government schooner CONSTANCE [of Swansea, 182 tons register, official number 71955, age 21 years]. The vessel, just after heaving down in the harbour of Port Blair on the 8th July, made water so rapidly that the pump was unable to keep the leak in check, and the vessel had to be hauled into shallow water close at hand, where she filled. At low water, on the same day, an attempt was made to raise her, but, from deficiency of pumps, it was unsuccessful. On the 10th another attempt was made, but with no effect.

Subsequently the Indian Government steamer *Hugh Rose* and a lighter were utilised for the purpose of raising her, and the *Constance* was slung by hawser and 7-inch rope under the keel; also chains through hawse-pipes and under counter. During the period of neap tides extra means were employed to ensure tightness of hatches and apertures on deck. On the morning of the 18th, with the aid of another lighter, the vessel was lifted clear off the mud, and she was towed and beached on the sand on the east side of the bay. At noon the pumps were manned by a gang of convicts, and the water was all pumped out by 6 P.M. No damage reported. No lives lost.

138. The British iron screw steamer STATESMAN [of Liverpool, 1,220 tons register, official number 63219, 10 years old, classed at Liverpool Lloyd's A. 1 for 20 years], from Liverpool with a general cargo for Calcutta. About 1-40 P.M. on the 9th July, when in latitude 23° 33′ N., and longitude 36° 39′ E. (Red Sea), had her propeller on tail end shaft broken. Repairs at Aden. No loss of life.

139. The British Indian muchwa BHOWANI [of Panwell, 7 tons register, official number 2638, age not known], from Panwell to Bombay with a cargo of bricks and tiles, capsized during a storm on the 10th July, near Newa Shewa Bunder, Bombay. The muchwa was recovered, but the cargo was lost. She was overladen and very low in the water. No loss of life.

140. The British wooden barque QUEEN OF THE AGE [of London, 757 tons register, official number 45,081, age 17 years], from Bombay with a cargo of salt, bound to Calcutta. The vessel was proceeding up the River Hooghly in pilotage charge on the 10th July, and grounded on the Budge-Budge Sand. Hawsers were passed to the tug steamer *Mary Stuart*, and endeavours were made to tow her off, but after several attempts the hawser parted. On the 11th efforts again failed to move her, and the master then proceeded to town to obtain cargo-boats and coolies to lighten her. The vessel having lightened 2½ feet aft and 3½ feet forward at high water on the morning of the 16th, she then proceeded up river, and arrived off Calcutta on the 17th, without (apparently) having sustained any damage. No damage to cargo. No lives lost.

141. The Turkish wooden barque SAGOFF [of Calcutta, 693 tons register, belonging to Mahomed Khonjee of Jiddah, age 30 years], from Lingah and Mascat with a cargo of salt, bound to Calcutta. On the 15th July the vessel, when in latitude 19° 32′ N., and longitude 67° 37′ E. (Arabian Sea), sprung a leak, and as she was making 4 inches of water an hour, was obliged, for the safety of the ship, to make for Bombay, where she arrived on the 18th. The amount of damage to ship and cargo was not reported. No loss of life.

142. British iron ship THUNDERBOLT [of London, 1,193 tons register, official number 47410, 16 years old], lying at anchor in Bombay Harbour on the 15th July. The ship *Peruvian Congress*, under pilotage charge, in fleeting chain allowed it to run out, causing the anchor to touch the ground (bringing the vessel suddenly to the wind) and to collide with the ship *Thunderbolt*, bending her whisker, 3 forecastle iron stanchions, and damaging the gangway ladder, &c.; damages Rs. 360. The *Peruvian Congress* received no damage and proceeded to sea immediately. No loss of life.

143. The British iron screw steamer SURAT [of Greenock, belonging to the Peninsular and Oriental Company, 1,954$\frac{71}{100}$ tons register, official number 54738, age 13 years], from London bound to Bombay with a general cargo. The vessel, when passing through the Suez Canal about the 16th July, struck the bank with her propeller and broke one of the blades. Upon her arrival at Aden it was found necessary to replace two coupling bolts and tighten others. She left again on her voyage on the morning of the 24th.

144. The British iron barque CLETA [of Liverpool, 519 tons register, official number 56780, 13 years old, class not stated], from Liverpool with a cargo of salt for Calcutta. The vessel (in pilotage charge) weighed from Saugor at 12-30 (noon) on the 28th July, and got about the Lower Huldea Buoy, when darkness came on sooner than was expected. While trying to get the proper anchorage above the tripod, the vessel went too far over to the westward and took the ground when about 2 miles above Huldea River. Ship grounded at 6-30 P.M., but floated again at 2 A.M. on the following day. No damage to vessel or cargo.

145. The British wooden barque HASTINGS [of London, 541 tons register, official number 14716, 24 years old, restored at Lloyd's in 1870 for 9 years], from Gopalpur to Havre with about 620 tons cotton and seeds. It appears that whilst at anchor at Vizagapatam Roads, within the limits of the port, the British India Steam Company's screw steamer *Chanda*, on coming to an anchor (at about 2 P.M. on the 30th July), stood too close to the *Hastings*, and the port helm not obeying, the starboard anchor was let go; but as it did not bite, the engines were reversed full speed astern: five minutes afterwards she struck the *Hastings*. The *Hastings* had 4 sheets of copper rubbed off on port side, and six treenails started a little on the port side between fore and mizen chains, and the main sheet cut in two. Damage, Rs. 50. No cargo lost. No loss of life. The *Chanda* was not damaged.

146. The British iron screw steamer DUKE OF SUTHERLAND [of 1,964$\frac{89}{100}$ tons register, belonging to the Ducal Line of steamers, of Barrow, official number 68220, age 6 years, 4-masted, barque-rigged], from London to Calcutta *viâ* Colombo with a general cargo. On the 31st of July, when in the outer roads, Colombo, the steamer had stopped to take in a pilot, and when wanted to go ahead again, the engines would not move, and thus she drifted down on the *Hesperia*. The steamer's anchor was let go to check her way, but too late to avoid the collision. Damages very slight (perhaps £50). No loss of life.

147. The British wooden barque HESPERIA [of Salcombe, 449 tons register, official number 47271, 15 years old, classed at Lloyd's A. 1], from Colombo to New York with a cargo of plumbago, whilst at anchor in the outer roads at Colombo on the 31st of July, was run into by the S. S. *Duke of Sutherland*. The *Hesperia* had her bowsprit, jibboom, figurehead, cut-water, all the head gear and foretop mast and topgallant mast carried away. Damage estimated at Rs. 4,000.* No cargo damaged. No loss of life.

148. The British iron screw steamer CHANCELLOR [of Liverpool, 2,052 tons register, official number 69232, brig-rigged, built at Sunderland in 1872], from Calcutta to London with a general cargo. The steamer, whilst going down in pilotage charge on the 1st August at 7-55 A.M., the bridge wheel chains were carried away when going round Melancholy Point, and before there was time to connect the after wheel, the steamer's stem took the bank at Melancholy Reach, a little above the crossing mark, and backed off again within five minutes without having received any damage. No loss of life.

149. The British Indian barque ISKANDER SHA [of Calcutta, 790 tons register, official number 306807, 28 years old], from Jiddah and Chittagong with a cargo of salt to Calcutta. This vessel reached Chittagong on the 10th July, leaking very badly. Some repairs appear to have been executed, and she put to sea again on the 26th July. On the 4th August she experienced heavy weather and sprung a leak; the pumps were kept going constantly, but the leak increased to 10 inches an hour. In this state she returned to Chittagong, arriving there on the 12th with 3 feet of water in her hold. Damage to vessel and cargo not reported. No loss of life.

150. The British iron ship LOCH ECK [of Glasgow 1,641 tons register, official number 71684, 5 years old], from Calcutta with a general cargo, bound to London. About 2-45 P.M. of the 9th August, whilst proceeding down the River Hooghly in pilotage charge and in tow of the Indian Government steamer *Undaunted*, on going easy round Melancholy Point, the ship, in consequence of the eddies, took a sheer to the eastward; the steamer slacked away her starboard hawser and went full speed; the sheer caused the steamer to head well on to the sand; she grounded slightly, where she remained for about half an hour, when she was towed off and proceeded. No damage. No loss of life.

151. The Indian Government schooner CONSTANCE [of Swansea, 182 tons register, official number 71955, 21 years old], from Port Blair to Calcutta in ballast. The vessel, whilst coming up the River Hooghly in pilotage charge on the 19th August, touched the flat below Hog River Obelisk, being forced by an eddy and not answering her helm. The flood being in at 10-55 P.M. she floated again, was hauled off, and moored in 7 fathoms. No damage. No loss of life.

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* This is the estimate as forwarded by the Master Attendant, Colombo, but the Superintendent of Wrecks at Colombo estimated the damage at £1,300 to 1,400

152. The British iron screw steamer BUSHIRE [of Glasgow, belonging to British India Steam Navigation Company, 539 tons register, official number 48714, 15 years old, classed at Liverpool Lloyd's A. 1], from Chittagong to Akyab with a general cargo. The vessel, whilst going down Kurnafooli River on the 19th August, grounded for an hour opposite the Upper Norman Buoy. No damage to vessel or cargo. No loss of life.

153. The British iron ship CHEWELL [of Liverpool, 1,169·58 tons register, official number 48835, age 13 years, classed at Liverpool Lloyd's * A. 1], from Liverpool with a cargo of 1,575 tons salt, bound to Chittagong. On the morning of the 24th August she grounded for two hours on a sandbank, in latitude 22° 3′ N. and longitude 91° 31′ E. (Chittagong Coast). Casualty caused by strong northerly set. The vessel lost an anchor and 75 fathoms of chain; no other damage. No loss of life.

154. The British iron screw steamer ÆGEAN [of Leith 841 tons register, official number 62288, 10 years old, classed at Lloyd's A. 1 100], from Yokohama and Singapore to New York with a cargo of 1,600 tons tea, &c. On the 29th of August, whilst in latitude 30° S. and longitude 85° E. (Indian Ocean), her crank shaft broke, but was repaired temporarily at Point de Galle. The vessel had to call at Aden to overhaul the repairs, as the key in shaft was slack and fire in bunkers and hold. About 1,600 packages of tea were damaged; value unknown. No lives lost.

155. The British iron ship BLAIR ATHOLE [of Glasgow, 1,697 tons register, official number 71654, 5 years old, classed at Lloyd's 100 A. 1], from Negapatam to Chittagong in ballast. About 5-30 P.M. on the 3rd September, whilst going up the Kornafooli (Chittagong) River, the wind falling light, and being strong ebb, the vessel would not answer her helm and grounded near the Jooldia red buoy, but floated again when the tide rose. No damage. Casualty caused by incompetency of pilot.

156. The Dutch iron screw steamer CONRAD [of Amsterdam, 2,280 tons (Dutch), 3-masted schooner, classed A. 1 at Lloyd's, 7 years old], from Batavia to Amsterdam with a general cargo. Her crank shaft broke on the 4th September, whilst in latitude 12° 26′ N., and longitude 47° 25′ E. (Gulf of Aden). No other damage to vessel. Put into Aden for repairs.

157. The British iron screw steamer LOMBARDY [of Glasgow, belonging to the Peninsular and Oriental Company, 2,722 tons register, official number 68408, age 6 years], from London to Calcutta. Screw loose on shaft on the morning of the 13th September, at Diamond Harbour, whilst coming up the River Hooghly.

158. The British wooden barque LOIS [of Aberystwith, 380 tons register, official number and class not reported, 11 years old], from Calcutta to Mauritius. The vessel in tow of tug *Challenge* and under pilotage charge, whilst dropping down Garden Reach, River Hooghly, on the 16th September, to get into position for turning, the vessel took a sheer to the southward with helm hard a-starboard, bringing the steamer nearly on the port beam, when the steamer's hawser slipped out of the chock, carrying away the windlass bit by which it was fast, also a cavil in the bulwarks and one stanchion, necessitating the barque to go into moorings again. No lives lost (one man was hit by the hawser, but not seriously hurt).

159. The British iron screw steamer ALGITHA [of North Shields, 1,872 tons register, official number and class not reported, schooner-rigged, 2 years old], from Calcutta with a cargo of jute, bound to Dundee. The vessel, in pilotage charge, whilst passing round Melancholy Point, River Hooghly, about 9 A.M. of the 17th September, grounded on the tail or lower part of Melancholy Sand, about 500 yards above Caffray Point. Caused by strong eddies, the vessel not answering her helm, and a lighter being in the way, she went over heavily on to her broadside, the decks on port side being half under water. The crew went into the boats and kept near the vessel. At a little after 10 A.M., as the tide began to slack and the ship was righting, all hands went on board. As the tide slackened, steamed astern again till she was in the channel; but finding her with a heavy list and that she would not steer, she was dropped up to abreast the crossing mark and anchored at noon. As soon as she was upright enough to steer, she was brought back to Calcutta. The *Algitha* went into dock, but had sustained no damage. No cargo lost. Crew 45 men. No lives lost. [A Marine Court was held on the 10th October for the trial of Mr.

A. W. Phipson, pilot, under Section 17 of Act XII of 1859, and after a careful consideration of the evidence given in this case, the Court acquitted the pilot of the charges of unskilfulness and negligence brought against him.]

160. The British iron ship BANN [of London, 1,650 tons register, official number 73550, age 4 years], from London with a general cargo to Calcutta. The vessel, whilst coming up the River Hooghly in pilotage charge, anchored on the 18th September at Fisherman's Point, about midway between the point and Upper Fulta mark. On swinging to the flood, she walked away with her anchor, and her heel took the flat below the point. The Indian Government steamer *Cuckoo*, on passing up the river, immediately came to her assistance, and by prompt action in taking the hawser to the tug *Sind*, the ship *Bann* was got off half an hour after grounding, without sustaining any apparent damage. No cargo was damaged. No lives lost.

161. The British iron ship PARSEE [of Greenock, 1,281 tons register, official number not reported, age 11 years], from Chittagong to Dundee. There was a strong ebb tide with eddies whilst the vessel was leaving Kurnafooli River on the evening of the 18th September, and having broken her sheer, walked away with the starboard anchor and 30 fathoms chain, and immediately after grounded on soft mud; but as the tide made, she swung round from N. W. to W. S. W., and anchored in 6¾ fathoms until 2 A.M. of the 19th. At 6 A.M. she again broke her sheer and took the ground, and remained so until half flood, when, by the use of a kedge and other available means, she succeeded in getting into fair channel. No damage.

162. The British Indian padow MAHADEV PRASAD [of Bombay, 16¾ tons register, official number 4046, 15 years old, classed at Bombay], with a cargo of 435 maunds of salt from Mora to Bombay, sank on the 21st September off Mora, Shastri River, Bombay Coast. The padow was in a very bad condition. She was recovered; Rs. 1,145 worth of cargo lost. No loss of life.

163. The British iron ship RIVER INDUS [of Liverpool, 1,044 tons register, official number 60089, 11 years old], from Calcutta with a general cargo to Mauritius. The steam-ship *Eldorado*, turning off Fisherman's Point on the 22nd September to go down, backed into the eastern bank so far as to compel the *River Indus*, which was passing under her stern, to put the helm hard a-starboard to avoid a collision; thus the *River Indus* got a heavy sheer, from which she could not recover herself, and consequently struck the bank about 200 yards to the southward of Fisherman's Creek, River Hooghly. At 12-30 P.M. (half an hour after grounding), the tide rising, she was pulled off by aid of a tug, and not having sustained any damage, the vessel proceeded. No lives lost.

164. The British iron ship LADY LAWRENCE [of Liverpool, 1,407 tons register, official number 58906, age 11 years], from Calcutta to New York with jute, hides, and a general cargo. The vessel, at 8 A.M. of the 25th September, whilst proceeding down the Hooghly River in tow of *Alexandra* and in pilotage charge, grounded on the northern bank off Garden Reach. She was towed off by the tug, having been aground 20 minutes. No damage.

165. The British iron screw steamer ASIA [of Glasgow, belonging to the British Indian Steam Navigation Company, 1,766 tons register, official number 52586], from Calcutta to Singapore with a general cargo. The vessel in pilotage charge on the 4th October turned round from above Garden House Point, River Hooghly, at 9-10 A.M., and proceeded down full speed. On crossing from Melancholy Point to the opposite bank, the vessel slewed to port; the helm was put hard to port, but she did not answer it: at 9-30 A.M. she very gently took the bank at Jar Maker's Reach, running her bow about 40 feet in the mud. At 11-30 A.M. the tide rose; the vessel floated at 12-30 P.M. and continued her way down the river. No damage.

166. The British iron ship CÆSARE [of London, 1,257 tons register, official number 76959, 2 years old], from Calcutta to Dundee with a cargo of jute. The vessel in tow of tug *Defiance* dropped in to the northern bank at Garden Reach on the 6th October, and commenced to turn to the southward. At 9-40 A.M., whilst turning, she appeared to stop and shoot ahead; she got into the slack off the bank, the steamer's port hawser parted, and the vessel ran on the bank just below the lower mooring buoy at Mutea Brooj, Hooghly River. She immediately slipped off and dropped down to the lower part of the reach. No damage.

167. The British iron ship STRATHBLANE [of Glasgow, 1,364 tons register, official number 60389, 11 years old], from Calcutta to New York with a cargo of jute. The vessel, whilst in tow of steamer *Defiance* and in pilotage charge, was proceeding down the River Hooghly on the morning of the 19th of October; when abreast of the Upper Fulta mark, the ship took the ground and swung athwart, carrying away ship's hawser. The vessel was aground for 35 minutes; came off at 11-15 A.M. No damage.

168. The British iron screw steamer DUKE OF LANCASTER [of Barrow, 3,010 tons register, belonging to the Ducal Line of steamers, official number 70469, 5 years old], from Calcutta to London with a cargo of hides, jute, tea, &c. The vessel was proceeding down the River Hooghly on the 21st October, and when off Peer Serang, close in to the northern bank, she grounded on a supposed newly-formed obstruction in the channel. The vessel was aground for about 8 minutes, when she got off and proceeded. No damage.

169. The British iron screw steamer ORION [of Liverpool, belonging to the "Star" line, 2,297 tons register, official number 69305, brig-rigged, age 6 years], from Calcutta to London with a general cargo. The vessel at 5-30 A.M. on the 22nd of October, on going down the River Hooghly, hove up and went close in to the bank below Camberbatches Point, Garden Reach, to turn round; and as the steamer was half round and close in to the bank, the order was given to stop the engines and go full speed ahead, but by some mistake in the telegraph the engines went full speed astern. Before the steamer got headway on, her stern took the steep bank, twisting the rudder head and carrying away the quadrant; she then anchored, and after repairing her steering gear, hove up at 7-45 A.M., and proceeded down. No loss of life. [A departmental enquiry was held at the Port Office, Calcutta, on the 8th November, to enquire into the subject of a representation as to the conduct of the pilot made by the master of the *Orion* through the Agents. The Committee was of opinion that the accident was due to a mistake made by the officers of the steamer, possibly caused by the defective state of the telegraph, and not to any act or order of the pilot. The Government of Bengal, in remarking on the above case, said, "The language of the letter addressed by the master of the *Orion* to the Agents appears to be altogether unjustifiable; and it is to be regretted that the Agents should have forwarded such a letter to this Government, without more fully considering how far the charges conveyed in it were substantiated by the facts of the case."]

170. The British iron ship BLAIR ATHOLE [of Glasgow, 1,697 tons register, official number 71654, age 5½ years, classed 100 A 1 at Lloyd's], from Chittagong to Dundee with a cargo of 1,800 tons jute, valued at Rs. 2,43,000. On the 22nd of October, the vessel, in swinging to the flood, in her mooring, grounded off Goshaldanga, in Kurnafooli River, Chittagong Coast, in consequence of the narrowness of channel and length of ship, which appears to have been moored too far over to the eastward. No damage. No loss of life.

171. The British Indian brig BAGHDAD [of Maulmain, $235\frac{127}{180}$ tons register, official number not reported, age 2½ years], from Negapatam to Maulmain in ballast. The vessel left Negapatam on the 10th October and experienced fine weather across the Bay, until in the vicinity of Narcondam, where she experienced very heavy weather, and on the 24th her main topmast and topgallant mast, with all the yards, rigging, and gear, were carried away. On the 25th she anchored in 8 fathoms off the Baragua flat, in latitude 15° 13′ N., and longitude 94° 55′ E. (Gulf of Martaban), where damages were repaired as much as possible; towards evening she hove short and proceeded with the flood tide. After beating about for three days and finding she could not make any easting, she bore up for Bassein. Estimated damage to vessel, Rs. 700. Crew 24 men and 30 passengers. No loss of life.

172. The British Indian brig KHUTTEH AHMAN [of Chittagong, 115·2 tons register, official number 5 of 1873, not classed, 15 years old], from Naraingunge to Chittagong with a cargo of seeds, tobacco, grain, and dried fish. On the 26th October the brig was anchored off Khattollea Khal, Sundeep Channel, Sunderbuns, when she encountered a cyclonic gale, became leaky, and lost a boat, an anchor, and 45 fathoms of chain; the jibboom was carried away, the hull was considerably injured, and being dismasted, she drifted down with the ebb off Chittagong bar, where she was afterwards towed inside by fishermen. Amount of damage to vessel and cargo not known. No loss of life.

173. The British iron screw steamer MANORA [of Glasgow, belonging to the British India Steam Navigation Company, 2,600 tons register, official number 78595], from Calcutta with a general cargo, bound to London. On the 30th of October, whilst proceeding down the River Hooghly in pilotage charge, on crossing Moyapore on the first of the flood the vessel very slightly touched the ground, but did not stop her way. No damage.

174. The British barque CHARLIE PALMER [of Negapatam, 654 tons register, age 16 years, official number not reported], from Penang with a cargo of cocoanuts and firewood, bound to Maulmain. The vessel left Penang on the 9th October, and shortly after was making about 18 inches of water a day. She appears to have experienced heavy weather, and on the morning of the 3rd November 3⅛ feet of water was in the hold. On reaching Amherst the vessel had 45 inches of water in her; and the master, finding that the weather was too rough for a pilot to come off, and as she had lost an anchor, and as all the crew were exhausted, was compelled to make the port without a pilot. At 3 A.M. she arrived at the entrance of Maulmain River, and endeavoured to go inside of the red buoy; but as she got north of the buoy, she struck heavily on the Goodwin South Knoll. She forged ahead, bumping as she went, but after 20 minutes came off the sand and was anchored above No. 5 buoy; the chain parted, and having no other anchor, the pilot ran ashore inside Amherst. She subsequently floated and was moored off the town of Maulmain. Amount of the damage not reported. No cargo lost. Crew 27 men and 3 passengers. No loss of life. [A special Court of Enquiry was held at Maulmain on the 21st November, under Sections 3 and 4, Act IV of 1875, to enquire into the circumstances attending the stranding of the barque. The Court, after hearing the evidence before it, were of opinion that the master was quite justified in endeavouring to make the port without a pilot, and that he not being a pilot, the captain could not be presumed to be sufficiently acquainted with the river to avoid all dangers, and that his action, considering the exhausted state of his crew, was reasonable and proper.]

175. The British iron screw steamer MAHARANI [of 1,666 tons register, belonging to the Asiatic Steam Navigation Company, official number, age, and class not known], from Rangoon and Maulmain, bound to Calcutta with a general cargo. On the afternoon of the 4th November, on her way up the Rangoon River from the pilot station (in charge of Mahomed Hossain, pilot), the vessel struck the red spit buoy near Elephant Point. The buoy, after sliding along the vessel's side for about 30 feet, disappeared under the water. No damage to vessel. [A Court of Enquiry was held at Rangoon (under Rule 24 of the Rangoon Pilot Rules) on the 13th November, for the purpose of investigating the circumstances which led to the fouling and sinking of the spit buoy by the above vessel. The Court were of opinion that the pilot showed incompetency in endeavouring to pass the buoy as he did, and also "want of power immediately afterwards when he should have shown more presence of mind." The pilot having been suspended for four months in October 1878 for the grounding of the barque *Maria* (?), the Court recommended that the pilot be permanently reduced to a limited draft of 16 feet. The Chief Commissioner of British Burma confirmed the finding of the Court.]

176. The British iron barque NOR' WESTER [of London, 545 tons register, official number 50348, age 15 years], from Liverpool to Cochin and Chittagong. The vessel, after loading a cargo of 21,262 maunds of rice, was proceeding out of the river on the 11th (?) November. At 4 P.M. she grounded, owing to the pilot anchoring her too far over on the southern side of Kurnafooli River, Chittagong Coast. No damage.

177. The British iron screw steamer CALCUTTA [of Glasgow, $548\frac{57}{100}$ tons register, belonging to the British India Steam Navigation Company, official number 67984, age 7 years, classed at Lloyd's 100 A. 1] from Cutch Mandvi with a general cargo and ballast, bound to Bombay, stranded on the 11th November off Aramra, western side of Okha-Mundel, in latitude 22° 23′ 30″ N., and longitude 68° 53′ 30″ E. (Kattywar Coast). It was smooth water at the time, and she shortly afterwards floated off without having sustained any damage. Crew 59 hands and 184 passengers. No lives lost.

178. The Italian wooden barque AMEDEO, formerly GIAMBATTISTA [of Genoa, 572 tons register, official number 4912, age 12 years, classed at Italian Veritas], from Bourbon in ballast to Chittagong. On the 16th Novem-

ber, whilst proceeding up the Kurnafooli River, the vessel, not being able to anchor in time, was swept by the tide on to the river's bank north of Sealjulna Creek, inside Juldea black buoy, Chittagong Coast. The vessel was considerably damaged. Details not reported. No lives lost.

179. The British iron ship COLDINGHAME, formerly the GAIRN STEEL [of London, 1,059 tons register, official number 29993, age 13 years], from Calcutta with a cargo of jute, linseed, wheat, and saltpetre to London. The ship (in pilotage charge) left Garden Reach on the morning of the 17th November in tow of the steam-tug *Court Hey*. The vessel had proceeded as far as Hooghly Point, when No. 2 Fulta track being almost on, she took the ground almost abreast of the Upper Fulta mark. She floated at 11 A.M., 15 minutes after grounding, and proceeded down. No damage.

180. The British iron screw steamer CLAN RANALD [of Glasgow, 1,356 tons register, official number 80439], from Calcutta to Jiddah. On the night of the 17th November the steamer was observed to be coming close to the pilot vessel *Coleroon* (at anchor) as if to hail, but seeing her come too close the commander of the pilot vessel ordered the steamer to starboard her helm and to back full speed astern; but this, it appears, had been previously done, for she had very little way on her when she struck the *Coleroon*. The casualty occurred with the Eastern Channel light-ship bearing S. by E. ½ E., distant 2 miles. No serious damage occurred to the *Coleroon*, but one of her boats was rendered useless. The damage sustained by the *Clan Ranald* was not reported. No loss of life.

181. The British wooden barque VIMEIRA [of London, 925 tons register, official number 806, 28 years old], from Madras to Calcutta in ballast. The vessel, on the 20th November, whilst proceeding up the River Hooghly in tow of steam tug *Hunsdon* (in pilotage charge), shoaled into 2¼ fathoms, when she grounded on the spit of the Huldea Sand, and the hawsers parted. She swung with her head to the westward and floated immediately, when the starboard anchor was let go and the vessel brought up in 3½ fathoms. After having passed hawsers she proceeded. The vessel had apparently not sustained any damage.

182. The British wooden brig KOSE MOHIDEEN [of Colombo, 135¼ tons register, official number 31055, 25 years old], from Pámban (?) bound to Colombo with a cargo of 1,792 maunds of rice, valued at Rs. 5,176. The vessel, on the 21st of November, whilst lying at anchor in 3¼ fathoms in Negapatam roadstead, Coromandel Coast, was run into by the brig *Allaganaighee*. Very slight damage—Rs. 35. (The collision was caused by strong current.)

183. The British Indian brig ALLAGANAIGHEE [of Negapatam, 199¼ tons register, no official number, 3 years old], from Pamban (?) to Colombo with a cargo of 1,280 maunds of rice, valued at Rs. 3,840. On the 21st of November, the vessel, whilst leaving Negapatam roadstead to go out into deep water for the purpose of throwing out ballast, fouled the brig *Kose Mohideen*. The accident was caused by a strong current running. No damage to the *Allaganaighee*.

184. The British Indian brig FUTTEH-UL-KUREEM [of Chittagong, 162·2 tons register, official number 11, not classed, wooden, 16 years old], from Naraingunge to Chittagong with 400 bales of jute, valued at Rs. 10,000. The vessel, on the 23rd November, whilst dropping down at half ebb, grounded in Sundeep Channel, north-western end of Hattyah Island, in 9 feet of water. The brig seriously damaged her frame-work, &c., and became very leaky. Estimated damage to vessel Rs. 4,000; the cargo was also damaged, to what extent not known. Crew 14 hands. No lives lost.

185. The British iron screw steamer ESCAMBIA [of Liverpool, 1,401 tons register, official number 81310, barque-rigged, a new vessel, classed at Lloyd's A. 1 100], from London, bound to Penang, Singapore, and China with a general cargo. She left Port Said on the 20th of November, and, after passing through the Suez Canal, everything went well, until about 6 A.M. of the 28th November, when she stranded on a three-fathom coral patch on the Dahalak bank in latitude 16° 33′ 15″ N.; and longitude 40° 27′ 30″ E. (Red Sea), caused by bad compasses. The engines were backed full speed astern, and finding that she could not be got off by means of the engines alone, an anchor was got out astern, but that also proved of no use. In the afternoon another attempt was

made to heave her off with the assistance of an anchor astern, but this also proved a failure. The crew worked all night, and at daylight of the 29th cargo was thrown overboard from the fore hatch; the engines were set again full speed astern; and at 3 P.M., after having jettisoned about 150 tons of cargo, she came off the reef. On the 30th the pumps were sounded, and 7½ feet of water was found in the forehold; the bilge pumps were set going, and she proceeded on her voyage; but as the vessel was shipping water over the bows, and apparently settling down by the head, all the pumps in the engine-room were then kept going, and by their continual working succeeded in keeping the water under, until the vessel could reach Aden. On arrival, native divers partially stopped the leak; but in order to hold a survey, part of the cargo was obliged to be discharged. The steamer received serious damage; value not ascertained. The cargo was partially lost; value unknown. Crew of 29 men. No loss of life. [A Court of Enquiry was held at Aden, under Section 5 of Act IV of 1875, on the 6th December, to investigate the circumstances attending the stranding of the above vessel. From the evidence given by the master, chief officer, and second mate, it appeared that the *Escambia* was swung off Sunderland for the purpose of having her compasses adjusted on the 20th October 1879, and that it was blowing half a gale of wind at the time, the vessel rolling and pitching about. The Court cannot but think that the primary cause of the accident must be attributed to the error in the compass owing to the manner in which it was adjusted. The Court was therefore of opinion that no blame could be attached to the master and officers, or to any one on board, for the damage done to the hull of the vessel, or to the cargo on board of her, by the steamer having stranded in the Red Sea; and it accordingly restored their respective certificates to these officers. The Court, however, felt bound to invite the attention of the Board of Trade for such consideration as they may bepleased to accord to the statements made by the captain, chief officer, and second mate, as to the manner in which the compass on board the S. S. *Escambia* was adjusted off Sunderland on the 20th October. It appeared to the Court that if such a system of adjusting ships' compasses, as at present followed in Sunderland, be continued, it may probably lead to further wrecks and cause heavy losses to shipowners and to underwriters.]

186. The British Indian muchwa DARIA DOWLUT [of Ratnagiri, 16¼ tons register, official number 9540], from Jyghur to Bombay with no ballast but a few tons of firewood, and carrying a crew of 7 men and 200 passengers. On 2nd December the vessel capsized during a sudden squall when near Jyghur, Bombay Coast; she righted, and put into Jyghur with the assistance of two passing boats. The casualty might have been avoided if more ballast had been on board, and if a sharper look-out had been kept. Sixty-four lives were lost; the remainder were picked up by other muchwas, or saved by means of swimming.

187. The British Indian muchwa LAXUMI [of Honore, 11 tons register, official number 1076, classed at Cumta, age 20 years], from Cundapur to Cumta, with a cargo of salt, on 3rd December, sprung a leak whilst passing the creek at the entrance of Cumta Harbour, North Kanara (Bombay Coast). Vessel damaged to the extent of Rs. 50; cargo Rs. 350. No lives lost.

188. The British Indian padow SALAMATI [of Anjanvel, 19¼ tons register, official number 5329, age not known], from Anjanvel to Bombay with a cargo of firewood and plantains. The padow was an old one, and being also heavily laden, one of the planks gave way, and she foundered on the 10th December when at sea, about 2 miles off Keyim, entrance to Bombay Harbour. The padow was ultimately recovered with partial damage, amounting to Rs. 400. Cargo partially lost. Crew 6 men and 9 passengers. Four lives lost.

189. The British iron screw steamer GANGES [of London, 1,247 tons register, official number 60141, schooner-rigged, age 11 years, classed at Liverpool for 18 years], from Jiddah with a cargo of 1,600 tons of coal, bound to Bombay. On the 16th of December, when about 200 miles north of Jebel Tir, in the Red Sea, the crank-pin shaft of machinery broke, caused by heavy head sea. No cargo damaged. Crew 26 hands and 605 pilgrims. No lives lost. (Repairs at Aden.)

190. The British Indian ship FATHE SALEM [of Bombay, 618 tons register, official number 30605, age 29 years], from Calcutta to Mauritius, with a cargo

of 1,200 tons rice. The vessel, whilst proceeding down the River Hooghly in pilotage charge and in tow of tug *Columbus* on the 18th December, took a sheer to port just as she passed the Red Nun Buoy in Nynan Channel, and before she could recover herself thoroughly, she touched the sand, but came off almost immediately. No damage.

191. The British Indian muchwa SALAMATI [of Esswentghur, 5¼ tons register, official number 3544, age about 25 years], from Goregaum (north of Bombay) with a cargo of paddy and rice to Bankot. On the 22nd of December, at about 8 P.M., the craft, whilst running into Bankot Creek, came into collision with the ferry steamer *Surat*. It appears that the casualty could have been avoided had ordinary precaution been taken on both sides. Damage to craft valued at Rs. 50; of the cargo Rs. 520 worth was lost. Crew 6 men. No loss of life.

192. The British wooden barque ROMANIA [of London, 1,136 tons register, official number 46209, age 17 years, class expired], from Maulmain to the Clyde with a cargo of teak, grounded in Lady Clifford's Channel, Maulmain River, at 5-20 P.M. on the 30th December, caused by an error of judgment on the part of pilot, he having been delayed in weighing anchor, and started too late on the tide. She floated again after lying aground for one tide. Damage to vessel £200. No cargo damaged. Crew 20 hands. No loss of life. [A Court of Enquiry was held at Maulmain on the 8th January 1880, and the pilot, Mr. Noble, was punished by a suspension of his license for three months, and, after that period, to a reduction of draught, *viz.*, from full draught to vessels under 18 feet, for 9 months.]

APPENDIX.

METEOROLOGICAL OBSERVATIONS AND NOTES ON THE WEATHER EXPERIENCED AT THE PRINCIPAL PORTS IN INDIA AND BURMA DURING THE YEAR 1879.

ADEN.*

Year 1879.	Barometer.		Thermometer.		General direction of wind.	Wind rate (*Miles per day*).	State of the Sea noted at the Tidal Observatory.	Remarks.
	10 A.M.	4 P.M.	Maximum.	Minimum.				
January	Not recorded.							
February								
March	30·13	30·02	83°·6	77°·0	East and S.E.	304†	Calm . . 27 days. Rough . . 4 „	Slight rain for a few minutes on 5th and 17th.
April	30·09	29·97	86·3	78·1	Variable.	312	Calm	Ditto ditto on 3rd.
May	29·99	29·88	89·5	81·3	East and variable.	270	Calm . . 30 days. Rough . . 1 „	
June	29·88	29·76	92·2	83·6	S.E.	287	Calm . . 27 „ Rough . . 3 „	A few drops of rain on the 29th.
July	29·86	29·77	89·8	82·1	N.E., East, and S.E.	286	Calm . . 29 „ Rough . . 2 „	Slight rain for a few minutes on 22nd, 25th, and 27th.
August	29·84	29·71	90·0	79·8	S.E. to East.	316	Calm . . 26 „ Rough . . 5 „	Slight rain for a few minutes on 9th, 18th, and for 4½ hours on 25th.
September	29·95	29·84	93·2	81·9	N.E., E.S.E., S.E.	259	Calm . . 29 „ Rough . . 1 „	Slight rain for an hour on the 1st and for a few minutes on the 19th.
October	30·11	30·02	89·7	76·8	N.E., N.N.E.	284	Calm . . 30 „ Rough . . 1 „	Very slight rain for a few minutes on the 20th.
November	30·18	30·09	85·3	73·2	N.E. and East.	289	Calm . . 27 „ Rough . . 3 „	Very slight rain on 27th, 29th, and 30th.
December	30·19	30·09	81·6	69·6	East and N.E.	223	Calm . . 28 „ Rough . . 3 „	Very slight rain on the 6th.

* Observations by the Port Officer.

† Mean of 26 days, anemometer was out of order.

KURRACHEE.

Year 1879.	Read at 10 A.M. and 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud, 0 to 10.	Remarks on the state of the Sea and Tides.*
	Barometer.		Attached Thermometer.						
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)					
January	30·178	30·054	69°3	74°1	North, N.E., West	Not recorded	*Nil*	1·61	No special observations were recorded in 1879, but the following general description from former observations would apply to that and other years. With reference to navigation the sea is heavy at Kurrachee only during the south-west monsoon, lasting with full force for 3 months, *i. e.*, from the middle of June to the middle of September, but sometimes prevailing more or less for a month earlier or later. At this season the waves off the head of the breakwater vary from 3 to 15 feet in height from hollow to crest and are from 300 to 600 feet apart, moving generally from S. W. by west at the rate of 15 to 30 knots an hour. At the outer end of the Entrance Channel the highest waves are reduced by the breakwater shelter to about 5 feet in height, and thence gradually to smooth water at the inner end, half a mile in. Tides, &c.—In the offing the flood tide sets eastward and the ebb westward, maximum observed of the former 1½ knots and the latter 1½ knots an hour; at springs during the south-west monsoon at 1½ to 2 knots from Manora Point. These rates are, however, influenced by the surface set to eastward which generally prevails in the vicinity of Kurrachee, ascribable no doubt to the prevalent wind action, and has been observed to reach 1 knot an hour even during the ebb of a neap tide in the south-west monsoon. As regards the harbour tides, in the entrance they attain a maximum at springs of 1¾ knots an hour on the flood, and 2 knots on the ebb, and about the same at the harbour anchorage, except where throttled by the rocky obstruction called "Deep water point," when the currents are violent and irregular, especially on the ebb reaching a maximum of 3¼ knots an hour at high springs.
February	·119	·035	72·6	75·8	West.	260·7	*Nil*	1·42	
March	·065	29·976	76·2	77·8	West, N.W.	255·7	1·00	2·75	
April	29·955	·888	82·4	84·0	West, S.W.	230·3	*Nil*	2·03	
May	·805	·720	88·4	89·8	S.W., West.	Not recorded	*Nil*	2·85	
June	·703	·643	87·5	88·5	S.W., West.	Ditto	0·04	5·87	
July	·689	·620	84·1	84·8	S.W., West.	355·2	*Nil.*	6·85	
August	·697	·624	83·3	84·0	S.W.	393·6	0·87	6·08	
September	·863	·786	82·0	83·2	S.W., West.	Not recorded	0·01	5·10	
October	30·034	·951	83·0	85·0	S.W., West.	256·2	*Nil.*	1·50	
November	·153	30·071	76·3	78·6	S.W., N.E.	262·9	*Nil*	0·70	
December	·162	·077	71·6	75·6	S.W., N.E.	276·6	*Nil*	1·84	
Year	29·952	29·870	79·7	81·8		...	1·92	3·22	

* Remarks by W. H. Price, M.I.C.E., Port Engineer, Kurrachee.

BOMBAY OBSERVATORY.

Year 1879.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January	30·118	30·010	75·9	80·7	North, N.E.	243·5	*Nil*	0·81
February	·088	29·984	76·1	80·8	North, N.W.	230·7	*Nil*	1·76
March	·068	·946	81·0	83·8	North, N.W.	327·7	0·03	1·56
April	·000	·895	83·8	86·0	N.W.	274·1	*Nil*	0·98
May	29·876	·777	84·8	86·1	N.W.	317·2	5·23	4·81
June	·859	·783	83·1	84·0	West, S.W.	383·9	16·56	6·46
July	·856	·792	82·0	83·5	West.	243·7	11·21	7·21
August	·860	·784	79·5	79·5	West.	414·0	22·36	7·71
September	·982	·897	80·5	82·1	West.	265·0	5·61	5·87
October	30·046	·925	81·9	83·6	N.E., N.W.	247·5	0·40	3·39
November	·080	·987	78·4	81·1	N E., N.W.	253·3	*Nil*	0·69
December	·085	·983	74·3	79·1	N.E.	264·0	*Nil*	0·67
Year	29·993	29·897	80·1	82·5		288·7	61·40	3·49

RATNAGIRI OBSERVATORY.

Year 1879.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January	30·010	29·904	81·8	82·2	N.W.	Not recorded.	*Nil.*	0·18
February	29·979	·884	81·4	82·1	N.W.		*Nil.*	1·02
March	·957	·854	83·3	83·9	North.		*Nil.*	0·10
April	·908	·804	86·1	86·5	N.W.		*Nil.*	1·18
May	·790	·703	86·0	85·6	N.W.		11·73	4·60
June	·803	·743	83·3	83·1	S.W.		22·85	7·87
July	·795	·733	83·4	82·7	South, S.W.		14·87	6·26
August	·816	·759	80·2	79·7	S.W.		39·21	8·98
September	·901	·828	81·2	81·2	N.W.		5·70	5·38
October	·923	·838	84·5	83·4	North, N.W.		2·84	2·90
November	·974	·876	83·1	82·6	N.W.		0·32	0·90
December	·978	·877	80·5	81·0	N.W.		*Nil.*	0·85
Year	29·903	29·817	82·9	82·8			97·52	3·35

MANGALORE.*

Year 1879.	General Direction of Wind.		Rainfall (*in inches*).	Remarks.
	A.M.	P.M.		
January	N.E., E.N.E.	N.W., W.N.W., W.S.W.	*Nil.*	
February	N.E., E.N.E.	Ditto ditto.	*Nil.*	
March	N.E., E.N.E., S.E.	Ditto ditto.	*Nil.*	
April	Ditto ditto.	Ditto ditto.	*Nil.*	
May	S.E., S.W., N.E.	S.W., W.S.W., W.N.W.	33·16	Cyclone on 20th and 21st May, accompanied by heavy rain.
June	S.E., N.E.	S.W., W.S.W., N.W.	37·23	
July	N.W., S.W., N.E.	S.W., N.W.	39·86	
August	S.W., S.E.	N.W.	32·84	
September	N.E., S.E., S.W.	N.W.	14·98	
October	S.E., N.E.	S.W., N.W., W.N.W.	3·66	
November	N.E., E.N.E.	N.W., W.N.W., S.W.	4·47	
December	N.E., E.N.E., E.S.E.	Ditto ditto.	*Nil.*	
Total	...	...	166·20	

* Observations by the Conservator of the Port.

CALICUT.*

Year 1879.	Read at 10 A.M. and 4 P.M.				General direction of wind.	State of the Sea.	Remarks.
	Barometer.		Attached Thermometer.				
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)			
January	30·14	30·05	80°4	84°0	Land and sea breezes veering round the compass during the day, but generally prevailing from the westward, with fine weather.	Smooth.	
February	30·14	30·04	81·9	85·3	Ditto ditto ditto	Smooth.	
March	30·12	30·05	84·5	86·4	Ditto ditto ditto	Smooth 12 days. Rough 19 „	
April	30·07	29·99	85·6	87·3	W.S.W. to W.N.W.	Smooth 8 days. Rough 22 „	
May	30·01	29·94	82·9	84·5	W.S.W. to W.N.W.	Smooth 4 days Rough 27 „	A rather unusual circumstance occurred on the bursting of the S.W. monsoon. It set in with a heavy gale at W.N.W. on the 20th May (unusually early), blowing violently for 3 days and nights, with torrents of rain. A large number of native vessels were driven on shore. The gale showed no tendency to revolve, as it remained steady at W.N. W., causing a great current from 3 to 4 knots an hour to run to the southward, close in shore.
June	30·04	29·98	78·9	80·6	W S.W. to W.N.W.	Smooth 20 days. Heavy 10 „	
July	30·02	29·97	78·2	79·5	W.S.W. to W.N.W.	Smooth.	
August	30·05	30·00	79·2	80·1	W.S.W. to W.N.W.	Smooth 22 days. Heavy sea 5 „ Rough 4 „	
September	30·10	30·03	78·4	79·6	W.S.W. to W.N.W.	Smooth.	
October	30·09	30·01	81·1	82·1	W.S.W. to W.N.W.	Smooth 28 days. Rough 3 „	
November	30·11	30·04	82·4	84·5	Land and sea breezes veering round the compass during the day, but generally prevailing from the westward, with fine weather.	Smooth.	
December	30·10	30·03	83·0	84·5			
Year	30·08	30·01	81·4	83·2			

* Observations recorded by the Port Officer.

COCHIN OBSERVATORY.

Year 1879.	READ AT 10 A. M. AND 4 P. M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.	State of the Sea.	Remarks by the Port Officer.
	Barometer.		Attached Thermometer.							
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)						
January	30·127	30·007	83·2°	85·6°	S.E.	46·9	0·60	2·05	...	
February	·115	29·993	84·3	87·0	S.E., S.	39·8	1·19	1·80	...	
March	·103	·976	85·3	87·0	South, S.W.	51·6	2·98	3·71	...	
April	·076	·956	86·3	88·6	S.W.	41·1	2·70	3·11	...	
May	29·997	·895	84·3	86·1	S.W.	45·2	26·18	5·40	20th to 31st heavy swell from the westward.	May 20th, 10 A.M. and 1 P.M., heavy N.W. squalls with heavy rain, thunder and lightning; 8 P.M. and 10 P.M. strong westerly wind with heavy rain squalls, thunder and lightning. 21st, 4 and 5 P.M., smart westerly squalls with rain, 8 P. M. squalls from N.W. and N.N.W. with rain.
June	30·035	·950	81·0	81·1	South, S.W.	58·3	22·06	7·95	Heavy swell from the westward.	22nd at 6 A.M. smart westerly and N.N.W. squalls with rain, 8 and 10 P.M. light southerly wind; 11-45 P.M. heavy westerly squall with rain.
July	...	...	...	...	...	...	...	...	Ditto.	23rd, 6 A.M., smart S.W. to S.S.W. squalls with heavy rain; at 8 A.M. light W.S.W. winds and cloudy; heavy surf on bar. Noon, continuation of hard squalls with rain, also at 4 and 8 P.M.
August	...	...	...	...	...	...	...	...	Ditto.	Heavy squalls from the westward and N.W., with heavy rain, were experienced during June, July, and August.
September	Not supplied by the Meteorological Reporter									
October										
November										
December										

ALLEPPEY.*

Year 1879.	Read at 10 A.M. and 4 P.M.				Rainfall (*in inches*).	State of the Sea. 0 to 12.	Remarks.
	Barometer.		Attached Thermometer.				
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)			
			°	°			
January	30·07	30·00	82·2	84·6	0·200	.....	No observations recorded for the 1st week in the month.
February	30·09	29·82	83·1	85·8	3·050	2 to 3. Surf over pier on 1st ...	Lightning on 23rd, 24th and 27th.
March	30·06	29·91	83·3	84·9	6·150	2. Surf on 3rd ...	Heavy thunder squall on 18th.
April	30·04	29·95	86·3	88·0	5·200	2	
May	29·97	29·91	84·4	85·7	25·050	Roll from South-West set in on the 11th ...	Monsoon burst on 27th.
June	30·02	29·95	80·5	80·8	15·600	1 to 2. Sea heavy, 23rd to 25th ...	Rained every day throughout.
July	29·99	29·92	78·7	79·6	20·550	1 to 2 ...	Rain fell on 29 days.
August	30·04	29·93	79·2	80·0	11·300	0 to 1. Heavy rollers on 24th ...	Rain fell on 26 days.
September	30·07	29·98	79·3	80·1	6·650	0 to 1 ...	Rain fell on 17 days.
October	30·05	29·96	80·3	82·0	14·450	1 to 2 ...	Rain fell on 22 days.
November	30·07	29·98	82·0	83·0	5·250	1 to 3. Heavy rollers on 21st ...	Rain fell on 7 days.
December	30·04	29·92	82·2	84·7	3·200	2.	

Note.—These observations were irregularly recorded.

* Observations recorded by the Master Attendant.

QUILON.

The Master Attendant of this port is not provided with the necessary instruments for making meteorological observations. The subject has been brought to the notice of His Highness' Government. The following is the rainfall observed during the year 1879 :—

	Inches.		Inches.
January	*Nil.*	August	6·95
February	*Nil.*	September	5·45
March	3·35	October	11·65
April	1·60	November	8·30
May	18·50	December	1·00
June	11·15		
July	15·00	Total	82·95

TUTICORIN.*

Year 1879.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.		Rainfall (*in inches*)
	Barometer.		Attached Thermometer.				
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)	A.M.	P.M.	
January	30·04	29·95	80°6	82°0	North to N. W.	N.E. to East	*Nil.*
February	30·02	29·93	81·5	82·9	Ditto	Ditto	2·5
March	29·99	29·89	84·3	85·1	North, N.E., and West.	East, S.E., N.E.	3·0
April	29·92	29·82	88·8	89·2	N.W., S.W.	S.E.	0·1
May	29·85	29·76	87·3	88·4	West, S.W., South.	West to S.E.	1·5
June	29·87	29·77	89·4	92·7	West	West	*Nil.*
July	29·87	29·77	87·3	88·9	Ditto	Ditto and S.E.	0·8
August	29·90	29·78	87·7	88·3	Ditto	Ditto do.	0·7
September	29·93	29·81	87·7	89·1	Ditto, East	Ditto do.	0·9
October	29·96	29·88	85·4	85·4	Very variable	S.E. and very variable.	4·75
November	30·01	29·89	83·4	84·6	North and do.	N.E. and variable	4·4
December	30·04	29·93	81·6	83·1	North	N.E.	0·2
Year	29·95	29·85	85·4	86·6			18·85

* Observations recorded by the Port Officer.

PAUMBEN.†

Year 1879.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Remarks.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
January	30·15	30·05	78°1	81°4	N.E.	500	0·295	
February	30·15	30·03	79·8	83·6	N.E.	378	0·065	
March	30·12	30·00	83·4	88·4	Variable	213	5·600	
April	30·05	29·94	87·1	91·4	S.E. to S.W.	342	0·260	
May	29·98	29·87	85·8	88·7	S.S.E., S.W.	532	0·160	From the 18th to 22nd May the weather was very unsettled, wind veering in gusts and blowing heavily in hard squalls. During this period a cyclone passed up the Bay; the lowest reading of the aneroid was 29·65 at 4 P.M. of the 19th.
June	30·00	29·90	85·1	89·8	S.W.	477	*Nil*	
July	29·99	29·89	85·2	89·5	S.W.	410	1·500	
August	30·00	29·90	85·5	90·7	N. to N.W.	298	*Nil*	
September	30·04	29·89	84·5	88·8	S.W.	344	1·280	
October	30·06	29·95	82·9	86·9	S.W., N., and variable.	Anemometer out of order.	7·880	
November	30·09	29·99	81·5	85·2	N. to N.E. and variable.	Ditto	5·000	Sea was rough for 18 days, moderate for 6, calm 6 days.
December	30·07	29·98	78°1	80·4	North	Ditto	1·515	Sea was rough for 28 days, moderate for 3.
Year	30·06	29·95	83·1	87·1			23·555	

† Observations recorded by the Port Officer.

COLOMBO OBSERVATORY.

Year 1879.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
January	29·914	29·793	Not supplied by Meteorological Reporter.		North, N.N.W.	302·0	29·29	5
February	·911	·788			North to N.W., West	209·1	4·09	4
March	·901	·781			E.S.E., West to S.W.	154·0	9·36	6
April	·874	·763			S.W. to W.S.W.	212·0	14·47	6
May	·831	·732			S.W. to W.S.W.	310·4	10·58	7
June	·861	·773			S.W. to W.S.W.	286·8	5·95	5
July	·839	·757			S.W., W.S.W.	283·0	7·10	8
August	·873	·778			S.W., W.S.W.	209·4	0·67	8
September	·905	·802			S.W., W.S.W.	275·5	1·03	7
October	·905	·793			S.W., W.S.W.	198·0	9·38	7
November	·911	·803			W.S.W. to West	164·9	13·67	6
December	·870	·756			North, N.N.W.	267·0	5·73	6
Year	29·883	29·777				239·3	111·32	6·25

GALLE OBSERVATORY.

Year 1879.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.
	Barometer.		Thermometer.*					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
January	29·882	29·778	79°0	80°5	N.E., N.W.	Not recorded.	5·73	6
February	·881	·771	80·5	83·1	N.E.	Ditto	2·36	5
March	·878	·760	83·0	84·7	Variable	99·8	8·98	5
April	·849	·742	82·7	84·0	N. W.	Not recorded.	18·48	6
May	·808	·715	83·0	83·9	S.W., N.W.	Ditto	10·79	6
June	·834	·748	81·6	81·6	N.W.	Ditto	7·04	7
July	·822	·743	80·1	81·0	S.W., N.W.	Ditto	10·34	7
August	·844	·752	80·9	82 0	N.W.	Ditto	1·91	5
September	·881	·780	80·8	81·5	N.W.	Ditto	6·04	6
October	·875	·768	81·1	82·0	N W., S.W.	Ditto	6·39	6
November	·885	·780	80·5	82·5	N.W.	Ditto	16·37	5
December	·840	·739	79·4	81·3	North, N.E.	Ditto	7·83	6
Year	29·857	29·756	81·1	82·3			102·26	5·83

* Temperatures forwarded by Master Attendant.

TRINCOMALI OBSERVATORY.*

Year 1879.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
January	29·794	29·750	80°4	80°0	N.E.	138·4	1·82	6
February	·807	·710	81·7	81·8	N.E.	140·8	5·31	4
March	·781	·669	83·2	83·9	East, S.E.	232·7	4·97	6
April	·716	·589	85·8	85·5	S.E., S.W.	498·7	0·76	2
May	·654	·543	85·4	88·3	S.W.	443·7	2·16	6
June	·678	·582	84·4	91·2	West, S.W.	256·4	0·02	6
July	·666	·580	83·8	88·7	S.W., W.S.W.	252·7	5·01	7
August	·730	·627	84·0	88·4	S.W., West	261·5	2·12	5
September	·705	·595	83·8	86·3	S.W., West	Not recorded.	2·29	4
October	·762	·650	83·4	85·6	S.W.	Ditto	4·79	4
November	·764	·670	82·4	83·6	S.W. to N.E.	Ditto	9·84	5
December	·762	·668	81·8	80·7	N.E.	Ditto	9·39	5
Year	29·735	29·636	83·3	85·3			48·48	5·00

* Recorded at 9½ A.M., and 3½ P.M. by the Master Attendant.

NEGAPATAM.*

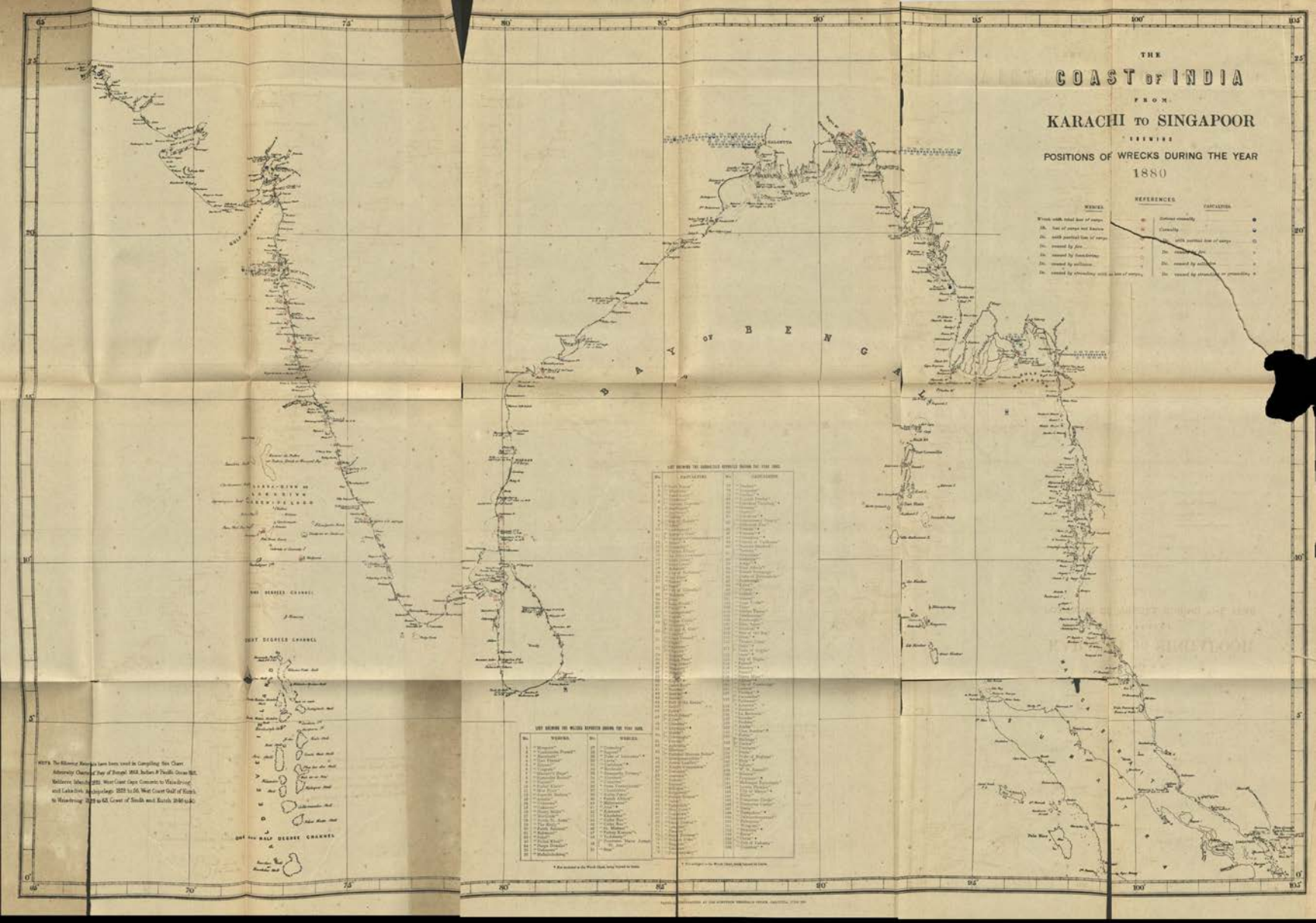
Year 1879.	READ AT 10 A.M. AND 4 P.M. Barometer. (Mean.)	Barometer. (Mean.)	Attached Thermometer. (Mean.)	Attached Thermometer. (Mean.)	General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.	State of the Sea.	Direction and rate of sea-currents observed.	Remarks (*Particularly regarding the state of the atmosphere and notes on cyclonic storms*).
January	30·12	30·06	81·7	81·4	N.W., N.E.	144·6	0·12	4·5	High . 3 days Smooth . 12 „ Rough . 16 „	S.W. 1 to 1½ knots per hour, from 13th to 21st; for remainder of month not observable.	Unsettled weather throughout, very squally and threatening at times, with rain.
February	30·15	30·07	82·9	82·9	Do.	88·9	0·00	5·3	Smooth . 27 „ Rough . 1 „	No current	Fine weather throughout except on 4th, when it was squally.
March	30·11	30·02	84·5	84·3	Variable	46·4	1·35	*5·5	Smooth . 23 „ Rough . 8 „	Ditto	From the 16th to the end of the month the weather was squally and oppressive at times with light rain.
April	29·99	29·89	89·9	89·8	S.W.	153·4	0·00	6·4	Smooth . 18 „ Rough . 11 „	Ditto	Unsettled and unusual weather prevailed during this month from 1st to 11th, subsequently fine with land and sea breezes. Oppressive during intervals.
May	29·96	29·88	88·9	88·7	Do.	172·3	1·17	5·4	Rough . 24 „ Smooth . 7 „	No current observable except on 21st and 22nd, when it was south.	Unsettled weather, land and sea breezes blowing, and from 19th to 24th the weather was threatening, dark and gloomy, with squalls and rain, after which sultry weather prevailed.
June	30·01	29·89	89·4	89·8	Do.	188·3	1·20	4·2	Smooth . 29 „ Rough . 1 „	No current	Usual weather, with hot land wind blowing throughout, no sea breeze. Light rain from 12th to 14th. Weather oppressive.
July	29·98	29·92	86·6	86·2	West to South	169·9	2·65	4·2	Smooth . 27 „ Rough . 4 „	Ditto	Calm, sultry weather, with showers occasionally; squally at times. Wind keeping to westward. No land or sea breezes.
August	30·00	29·90	86·9	87·0	West, S.W.	173·9	7·11	4·0	Smooth . 23 „ Rough . 8 „	Ditto	Calm, sultry weather, but with more rain during the latter part of the month, accompanied with thunder and lightning.
September	30·04	29·94	85·5	86·7	West to South	163·6	5·29	4·4	Rough . 16 „ Smooth . 14 „	Ditto	Calm and hazy. Oppressive weather; squally at times with showers of rain, occasionally with thunder and lightning.
October	30·05	29·96	84·6	85·4	West, N.W., and variable.	117·5	10·91	3·7	Smooth . 24 „ Rough . 7 „	Ditto	Up to middle of month land and long shore winds prevailed, with showers of rain, accompanied by thunder and lightning. Subsequently weather was squally and dark, with heavy rain, thunder, and lightning.
November	30·09	30·01	82·6	82·6	N.W., N.E., West	161·8	7·00	4·0	Smooth . 15 „ Rough . 15 „	N.E. 2 knots	Weather unsettled, monsoon commencing to blow hard from 9th; and about middle of month weather was very squally and thick, with heavy sea and surf. This lasted until 18th, after which more settled weather prevailed.
December	30·08	30·02	80·1	79·8	N.W., North, N.E.	203·8	19·57	3·2	Rough	Ditto	The weather was threatening and squally more or less throughout the month, heavy rain at times with thunder and lightning, with high sea running and strong currents; sky overcast; communication with shipping difficult, and, at times, cut off.
Year	30·05	29·96	85·3	85·4		148·7	46·97	4·57			

* Observations recorded by the Port Officer.

PONDICHERRY.*

Year 1879.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Amount of cloud 0 to 10.	State of the Sea.
	Barometer.		Attached Thermometer.				
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)			
January	30·04	29·96	79·7°	81·0°	N. E.	2	Moderate to rough; very high on 18th, 19th, and 20th.
February	30·06	29·93	81·3	81·7	N.E. and variable	2	Smooth.
March	29·97	29·88	83·8	84·6	East to S.E. and variable	2 to 3	Do.
April	29·89	29·79	86·5	86·7	S.E. and variable	2	Do.
May	29·81	29·73	87·2	89·0	S.E., S.W., and variable	3	Smooth . . . . . 21 days. Moderate . . . . . 5 „ Rough . . . . . 5 „
June	29·83	29·76	86·9	88·2	West, S.W., S.E., and variable	2 to 3	Smooth.
July	29·82	29·76	86·5	87·4	S.W., S.E., and variable	2	Smooth . . . . . 24 „ Moderate . . . . . 1 „ Rough . . . . . 6 „
August	29·85	29·78	85·5	87·3	S.W., S.E., and variable	4 to 5	Smooth . . . . . 25 „ Rough . . . . . 6 „
September	29·88	29·80	86·5	88·7	West, S.W., S.E.	2 to 3	Smooth . . . . . 26 „ Rough . . . . . 4 „
October	29·93	29·84	84·0	85·6	Very variable	4	Smooth . . . . . 27 „ Moderate . . . . . 3 „ Rough . . . . . 1 „
November	29·97	29·89	81·0	82·2	Ditto. N.E. towards latter part of month.	4 to 5	Smooth . . . . . 17 „ Moderate . . . . . 2 „ Rough . . . . . 11 „
December	29·98	29·91	77·2	79·0	N.W., N.E.	3 to 4	Smooth . . . . . 6 „ Moderate . . . . . 6 „ Rough . . . . . 19 „
Year	29·92	29·84	83·8	85·1		3	

* Observations recorded by the Port Captain.


THE
COAST OF INDIA
FROM
KARACHI TO SINGAPOOR
SHEWING
POSITIONS OF WRECKS DURING THE YEAR
1880
REFERENCES
WRECKS
CASUALTIES
BAY OF BENGAL
LIST SHEWING THE WRECKS REPORTED DURING THE YEAR 1880.
LIST SHEWING THE WRECKS REPORTED DURING THE YEAR 1880.
NOTE. The following Materials have been used in Compiling this Chart. Admiralty Charts of Bay of Bengal 1868, Indian & Pacific Ocean 1871, Maldeeve Islands 1881, West Coast Cape Comorin to Vizianagram and Lake Orb. Archipelago 1822 to 56, West Coast Gulf of Kutch to Vizianagram 1828 to 63, Coast of Sindh and Kutch 1840 to 60.

GOVERNMENT OF INDIA.
(MARINE BRANCH)
MILITARY DEPARTMEN

RETURN

OF

WRECKS AND CASUALTIES

IN

INDIAN WATERS

FOR THE YEAR 1880;

TOGETHER WITH A CHART SHEWING THE POSITIONS
IN WHICH THEY OCCURRED.

PREPARED UNDER THE SUPERINTENDENCE OF

COMMANDER A. DUNDAS TAYLOR, I.N.,

SUPERINTENDENT OF MARINE SURVEYS.

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REVIEW.

DURING the year 1880 there were 10 wrecks of British vessels—1 Italian, 1 German, 2 Portuguese Indian, 28 British Indian; and 5 Native craft—1 British Burman, and 2 Cingalese,—or a total of 50 ships of 15,662 tons, and a loss of 103 lives.

There were 122 casualties to British vessels—9 French, 1 German, 2 American, 2 Spanish, 1 Swedish, 2 Turkish, 1 Arabian, 1 Cingalese, 14 British Indian craft, and 1 Maldivian,—or a total of 156 ships and a loss of 17 lives.

When compared with the year 1879, this shows a decrease of 239 in the number of wrecks, of 36 in the number of casualties, and 237 in the number of lives lost.

The following analyses show (A) the causes to which the disasters are to be attributed; (B) the general localities in which the wrecks and casualties occurred; (C) the number of reported casualties in each month of the year 1880, total tonnage, and number of lives lost; (D) the number of reported wrecks and casualties, total tonnage, and number of lives lost during the years 1865 to 1880, inclusive:—

A.—*Causes to which the disasters are to be attributed.*

	STRANDINGS.											
	Carelessness of pilot.	Carelessness of master.	Cyclone.	Stress of weather.	Incorrect charts.	Hazy weather.	Tides and currents.	Light-vessel being out of position.	To prevent foundering.	Unseaworthy.	Unknown.	Unavoidable.
WRECKS.												
British and Foreign . . .	...	4	1	...	1	...	...	...	...	...	1	...
British Indian and Native Craft	...	5	...	8	...	...	1	...	1	1	1	4
CASUALTIES.												
British and Foreign . .	1	2	...	...	...	1	...	1	...	...	...	1
British Indian and Native Craft	...	...	...	2	...	...	...	...	...	...	...	...

A.—continued.—*Causes to which the disasters are to be attributed.*

	Groundings.										
	Carelessness of pilot.	Carelessness of master.	Tides and currents.	Stress of weather.	Hazy weather.	Fog.	Incorrect charts.	Ignorance of men in charge of vessel.	Overladen.	Unknown.	Unavoidable.
Wrecks.											
British and Foreign	...	...	...	...	...	...	...	...	...	...	...
British Indian and Native Craft	...	...	...	...	...	...	...	1	...	...	...
Casualties.											
British and Foreign	15	7	1	...	2	1	1	...	...	1	59
British Indian and Native Craft	...	2	...	3	...	...	...	..	1	...	2

A.—continued.—*Causes to which the disasters are to be attributed.*

	Founderings.					Collisions.				
	Carelessness of master.	Stress of weather.	Unseaworthy.	Unknown.	Unavoidable.	Carelessness of pilot.	Carelessness of master.	Want of lights.	Unknown.	Unavoidable.
Wrecks.										
British and Foreign	2	...	...	1	...	...	...	...	...	...
British Indian and Native Craft	...	6	1	2	1	...	...	1	...	...
Casualties.										
British and Foreign	...	...	...	...	...	3	3	...	1	8
British Indian and Native Craft	...	...	...	...	...	...	...	1	...	2

A.—concluded—*Causes to which the disasters are to be attributed.*

	Miscellaneous.																						Total.
	Fire—Caused by carelessness.	Fire—Spontaneous combustion.	Fire—Unknown.	Fire—Unavoidable.	Sprung a leak—Stress of weather.	Sprung a leak—Defective caulking.	Sprung a leak—Fouling a buoy.	Sprung a leak—Old and rotten.	Sprung a leak—Unknown.	Wilfully abandoned—Fear.	Damage to hull—Stress of weather.	Damage to hull—Carelessness of man at wheel.	Damage to hull—Unavoidable.	Loss of masts, &c.—Stress of weather.	Loss of masts, &c.—Ship badly built.	Damage to engines—Stress of weather.	Damage to engines—Unknown.	Damage to engines—Unavoidable.	Capsized—Carelessness of master.	Capsized—Stress of weather.	Capsized—Unavoidable.		
Wrecks.																							
British and Foreign	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		12
British Indian and Native Craft	1	...	...	...	...	1	...	1	...	...	...	..	..	...	...	...	...	...	...	2	...		38
Casualties.																							
British and Foreign	1	2	1	1	1	1	1	...	1	1	1	1	2	2	...	1	6	6	...	...	...		137
British Indian and Native Craft	...	...	...	...	...	...	...	...	...	...	...	...	...	2	1	...	...	...	1	1	1		19

B.—*General localities in which the Wrecks and Casualties occurred.*

	North-east coast of Africa.	East coast of Africa.	Gulf of Aden.	Red Sea.	South coast of Arabia.	North-east coast of Arabia.	Arabian Sea.	Sind Coast.	Gulf of Cambay.	Bombay Coast.	Malabar Coast.	Lakadivh Islands.	Gulf of Manár.	Ceylon Coast.	Coromandel Coast.	Madras Coast.	Orissa Coast.	Hooghly River and Sandheads.	Sunderbuns.	Chittagong Coast.	Burma Coast.	Andaman Islands.	TOTAL.
Wrecks . .	...	1	...	1	...	...	1	1	3	13	4	2	1	1	4	3	...	...	6	1	9	...	50
Casualties .	2	...	5	15	4	1	2	1	2	13	4	...	1	1	1	2	1	48	2	22	29	...	156

C.—*The number of reported Wrecks and Casualties in each month in Indian Waters during the year* 1880, *the total tonnage of vessels wrecked, and the number of lives lost.*

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Number of Wrecks .	4	2	3	8	3	7	2	5	7	1	6	2	50
Number of Casualties	11	29	14	10	12	10	11	17	13	13	9	7	156
Total tonnage of vessels wrecked .	111	331	524	2,703*	100†	2,447	1,953	3,429	3,119	4	853	88	15,662
Lives lost . . .	...	76	...	1	11	...	...	14	...	...	3	15	120

* Tonnage of a British Indian craft (name unknown) was not reported, and is therefore not included.
† Does not include *The Emily*; tonnage not reported.

D.—*Comparative statement showing the reported number of wrecks and casualties in Indian waters, total tonnage and the number of lives lost from 1865 to 1880.*

Year.	Number of wrecks and Casualties.	Total tonnage lost.	Lives lost.	REMARKS.
1865	28	14,443	6	
1866	32	15,597	35	
1867	37	17,417	49	
1868	20	12,558	19	
1869	55	25,688	279	
1870	44	14,809	51	
1871	47	18,294	118	
1872	106	34,238	143	Exclusive of four vessels supposed to have been lost.
1873	42	12,110	3	
1874	69	16,656	85	
1875	62	11,193	65	
1876	110	23,866	96	Does not include the 400 pilgrims lost in the *Hydree* and 428 in the *Javad*, both wrecked in the Red Sea.
1877	163	26,847	142	Not including the master and crew of the *Anadne*, supposed to have foundered.
1878	228	35,873	131	Not including the master and crew of the *Lady Rawlinson*, supposed to have foundered. The tonnage of the *Queenstown* and of the *City of Palaces* was not reported, and is therefore not included.
1879	481	32,541	357	The number lost in the *Essex* was not reported.
1880	206	15,662	120	

From the foregoing it will be observed that during the last 16 years (1865 to 1880, inclusive) the annual average number of the reported wrecks and

casualties in Indian waters has been 108, the average tonnage lost was 20,487, and the number of lives lost 106.

R. C. CARRINGTON,
Registrar of Wrecks.

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IARINE SURVEY DEPARTMENT,
Calcutta, 1st June 1882.

TABULAR STATEMENT OF THE WRECKS,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.
1	*Mirapoor*	6½	British Indian dingy ...	3rd January ...	Kurrachee ...	Mirwa jungle ...
2	*Venkatesha Prasad* ...	23¾	British Indian manji ...	4th ditto ...	Molky ...	Tellicherry ...
3	*Ravalnath*	12¾	British Indian muchwa ...	29th ditto ...	Cumta ...	Kundapur ...
4	*Hari Prasad*	69	Native kotia ...	31st ditto ...	Mangalore ...	Tanna ...
5	*Ruparel*	15¼	British Indian padow ...	12th February ...	Veráwal ...	Dhollera (near Cambay.
6	*Vingorla*	316	British screw steamer ...	28th ditto ...	Bombay ...	Kurrachee ...
7	*Mariners' Hope* ...	213	British brig ...	26th March ...	Penang ...	Rangoon ...
8	*Hameeder Rosool* ...	283	British Indian barque ...	27th ditto ...	Chittagong ...	Rangoon ...
9	*Ruparel*	28	British Indian padow ...	28th ditto ...	Bombay ...	Bhaunagar ...
10	*Futhel Khair*	163¾	British Indian pattimar ...	1st April ...	Cumta ...	Bombay ...
11	*Moe Byan*	73	British Burmese kattoo ...	3rd ditto ...	Rangoon ...	Tavoy ...
12	*Superbo Richese*	901	Italian barque ...	4th ditto ...	Singapore ...	Bassein ...
13	*Amelia*	1,090	British screw steamer ...	4th ditto ...	Cochin ...	London ...

DURING THE YEAR 1880.

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
In ballast ...	At Duba-ka-Naz, river Indus ...	Sind Coast ...	Stranding. Stress of weather.	None lost ...	.....
Rice and paddy; value Rs. 1,119.	On the bank at the mouth of the Molky river.	Bombay Coast ...	Stranding. Unavoidable ...	Ditto ...	Totally lost.
In ballast	On a shoal to the West of the bar, entrance to Kundapur river.	Ditto ...	Stranding. Carelessness of master.	Ditto ...	.....
Mangalore tiles; value Rs. 560.	Off the landing place at Chendunee, to the Southward of Tanna.	Ditto ...	Stranding. Tides and currents.	Ditto ...	Rs. 40 worth was lost.
Wet dates; value Rs. 2,200	About 10 miles East of Piram Island light.	Gulf of Cambay ...	Foundering. Old and rotten	Ditto ...	Totally lost.
Piece-goods, tea and copper; value not given.	70 miles N.-W. of Bombay and about 50 miles from the nearest land, in about 20 fathoms of water.	Bombay Coast ...	Foundering. Unknown ...	Seventy-five lost.	Ditto.
None on board ...	In the port of Rangoon ...	Burma Coast ...	Fire. Unknown ...	None lost ...	.....
Miscellaneous; value Rs. 2,500.	On a rock in Kurnafuli river ...	Chittagong Coast...	Grounding. Ignorance of men who held charge of her.	Ditto ...	None lost.
Sesamum and rice; value Rs. 4,500.	On a shoal about 9 miles from Bhagwa.	Gulf of Cambay ...	Stranding. Carelessness of master.	Ditto ...	Totally lost.
Timber, cocoanuts, &c.; value unknown.	One mile off the Prince's dock, Bombay Harbour.	Bombay Coast ...	Fire. Carelessness of cook...	Ditto ...	Partially burnt; valued at Rs. 5,425.
General; value Rs. 1000 ...	Near the Eastern Grove lighthouse, entrance to Rangoon river.	Burma Coast ...	Stranding. Stress of weather.	Ditto ...	Totally lost.
Sand ballast ...	On the reef stretching from the North of Diamond Island.	Ditto ...	Stranding. Cyclone ...	Ditto ...	.....
1,850 tons general; value Rs. 2,00,000.	On the reef between Chéria and Kalpeni Islands.	Lakadivh Islands...	Stranding. Carelessness of master.	Ditto ...	Totally lost.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.
14	Unknown	Not known	British Indian craft ...	13th April ...	Dacca ...	Chittagong ...
15	Ditto	18	Ditto ...	Not known ...	Not known ...	Not known ...
16	*Henry Miller*	448	British Indian barque ...	17th April ...	Cocanada ...	Madras ...
17	*Muchimár*	9¾	British Indian muchwa ...	20th ditto ...	Sedashivgad ...	Cumta ...
18	*Souda St. Anna*	18¼	Portuguese Indian craft...	11th May ...	Hangarkotta (Barkur)	Goa ...
19	*The Emily*	Not reported	British Indian craft ...	23rd ditto ...	Bombay ...	Rathagiri ...
20	*Fitch Salamut*	82	Native kotia ...	28th ditto ...	Ponány ...	Bombay ...
21	*Eshwanti*	20½	British Indian craft ...	2nd June ...	Karwar ...	Ditto ...
22	*Sakri*	28	Portuguese Indian craft...	3rd ditto ...	Panjim (Goa) ...	Diu ...
23	*Fathel Khair*	80	Native kotia ...	4th ditto ...	Kulundy ...	Bombay ...
24	*Darya Dowlat* ...	26¾	British Indian padow ...	4th ditto ...	Anjanvel ...	Ditto ...
25	Unknown	11	British Indian craft ...	15th ditto ...	Magdhara ...	Chittagong ...
26	*Mahabuleshwar*	1,303 $\frac{95}{100}$	British barque ...	16th ditto ...	London ...	Bombay ...

DURING THE YEAR 1880—*continued.*

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
400 maunds of lime; value Rs. 200.	On a chur in Siddee river ...	Sunderbuns ...	Foundering Unknown. ...	None lost ...	Totally lost.
Lime; value not reported	South of Dighali chur in the river Megna.	Ditto ...	Stranding. Ditto &.	Ditto ...	Ditto.
Rice, gram and paddy; value unknown.	On the mud flats in Cocanada Harbour.	Madras Coast ...	Sprung a leak. Old and rotten.	Ditto ...	Partially lost amount not known.
Straw; value not reported	At the entrance to Cumta Creek	Bombay Coast ...	Stranding. Carelessness of master.	Ditto ...	Partially lost; value not known.
Rice and chillies; value not given.	On the Southern bank of river Codee.	Malabar Coast ...	Stranding. Stress of weather.	Ditto ...	Partially lost; value Rs. 800.
None	Off Jaygad	Bombay Coast ...	Foundering. Stress of weather.	Ten lost ...	....
Cocoanuts and bamboo blinds; value unknown.	Near the North point of the Beypore Bar.	Malabar Coast ...	Ditto. Ditto ...	None lost ...	Partially lost; value Rs. 2,600.
Cocoanuts, coir, yarn and planks; valued at Rs. 1,582	Between Malwan and Nuti, about 10 miles off shore.	Bombay Coast ...	Ditto. Ditto ...	Ditto ...	All lost, with the exception of some cocoanuts and one bundle coir yarn.
Wines, cocoanuts, &c.; value unknown.	At Guhaghur, about 5 miles South of Dabhol river.	Ditto ...	Stranding. Stress of weather.	Ditto ...	Some of the cargo was saved; value unknown.
Cocoanuts; value unknown.	On the North side of Beypore river.	Malabar Coast ...	Ditto. Ditto ...	Ditto ...	Partially lost; value unknown.
Jaggery, turmeric, and cotton; value not reported.	On the rocks near the village of Kolgaum.	Bombay Coast ...	Stranding. Unavoidable ...	Ditto ...	Partially lost; value Rs. 761.
Paddy and dhal; value Rs. 190.	At the entrance to Dumokha Khal.	Sunderbuns ...	Foundering. Stress of weather.	Ditto ...	Totally lost.
1,500 tons railway materials and Government stores; value unknown.	On a coral reef to the N.-E. of Aucutta.	Lakadivh Islands	Stranding. Carelessness of master.	Ditto ...	Ditto.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.
27	*Drumelog*	977	British barque ...	30th June ...	Bassein ...	Falmouth ...
28	*Ruparel*	9¾	British Indian muchwa ...	3rd July ...	Not known ...	Bhávnagar ...
29	*Duke of Lancaster* ...	1,943	British screw steamer ...	13th ditto ...	Calcutta ...	London ...
30	*Lassa*	1,139	British barque ...	4th August ...	Madras ...	Calcutta ...
31	*Cartsburn*	1,256	British ship ...	7th ditto ...	Dundee ...	Bombay ...
32	*Birchvale*	892	British barque ...	14th ditto ...	Sourabaya ...	Diamond Island ...
33	*Ganapathy Pooravy* ...	101½	British Indian dhoney ...	29th ditto ...	Masulipatam ...	Jaffna ...
34	*Alaramah*	41	British Indian schooner ...	30th ditto ...	Naraingunge ...	Chittagong ...
35	Unknown	37	British Indian godu boat	2nd September ...	Chur Bodu ...	Noakholly ...
36	*Stree Venkatareddi* ...	102	British Indian sloop ...	3rd ditto ...	Coringa ...	Chittagong ...
37	*Chandraban*	95½	British Indian pattimar ...	16th ditto ...	Karwar ...	Bombay ...
38	*Kalim Passa*	216	Native bagla ...	19th ditto ...	Maskat ...	Rangoon ...

DURING THE YEAR 1880—*continued.*

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
1,480 tons rice; value £10,000.	On the Porian Shoal, entrance to Bassein river.	Burma Coast ...	Stranding. Carelessness of master.	None lost ...	Totally lost.
Wheat; value Rs. 813 ...	Near Khunbandar	Gulf of Cambay ...	Stranding. Unavoidable ...	Ditto ...	Partially lost; value Rs. 200.
3,100 tons wheat, hides, cotton, tea, and coffee; value not stated.	On the spit off the East point of Jebel Zukur Island.	Red sea ...	Stranding. Incorrect charts	Ditto ...	400 tons of coffee, chinchona, and cotton was saved, the remainder of the cargo was damaged.
In sand ballast ...	On the Santipilly Reef ...	Madras Coast ...	Foundering. Carelessness of Master.	Ditto ...	....
1,801 tons coal; value £2,880.	In latitude 17° 17′ S., and longitude 40° 30′ E., Mozambique channel.	East coast of Africa.	Fire. Spontaneous combustion.	Ditto ...	Totally lost.
430 tons ballast ...	About three to four cables' lengths on the Eastern side of the light-house on the Alguada Reefs, entrance to Bassein river.	Burma Coast ...	Stranding. Carelessness of master.	Ditto ...	....
Paddy and gram; value Rs. 6,000.	At Point Divi	Madras Coast ...	Stranding. To prevent foundering.	Ditto ...	Totally lost.
1,050 maunds jute; value Rs. 5,250.	At Jalchirra, near Sundeep ...	Sunderbuns ...	Stranding. Unavoidable ...	Ditto ...	Ditto.
Wooden planks; value unknown.	In the Jalchira river ...	Ditto ...	Foundering. Stress of weather.	Ditto ...	Three-fourths of the cargo was lost; value unknown.
Mud ballast, lime, and mangoe pickles; value Rs. 500.	About 2½ miles W. of Fakir Point, Savage Island light-house bearing E. S. E., and Old Pagoda E. N. E., Arracan river.	Burma Coast ...	Stranding. Stress of weather	Ditto ...	Totally lost.
Miscellaneous; value unknown.	Near Yehlass, entrance to Bankot river.	Bombay Coast ...	Stranding. Carelessness of master.	Ditto ...	Ditto.
150 tons dates; value Rs. 18,000.	In 2½ fathoms on the Baragua flats, Gulf of Martaban.	Burma Coast ...	Ditto. Ditto ...	Ditto ...	Ditto.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of wreck.	Whence bound.	Whither bound.
39	*Futteh Ahman*	226	British Indian brig ...	22nd September ...	Chittagong ...	Naraingunge ...
40	*Melpomene*	1,439	British ship ...	23rd ditto ...	Liverpool ...	Rangoon ...
41	*Asia*	1,004	German screw steamer ...	28th ditto ...	China and Singapore	New York ...
42	*Eshwanti*	4¼	British Indian muchwa ...	27th October ...	Jaitapur ...	Bandora ...
43	*Khudabux*	239¼	British Indian craft ...	21st November ...	Kumbáru (Hubshi territory).	Bombay ...
44	*Cader Bux*	83	British Indian brig ...	21st ditto ...	At anchor in	the Negapatam
45	*Cader Bux*	116½	Ditto ...	21st ditto ...	At anchor in	the Negapatam
46	*St. Michael*	298¾	British Indian barque ...	21st ditto ...	At anchor in	the Negapatam
47	*Fathay Kareem*	96	Native ganja ...	21st ditto ...	Calcutta ...	Maldivh Islands ...
48	*Yeshwanty*	20	British Indian pattimar ...	30th ditto ...	Cochin ...	Bombay ...
49	*Poorvante Maria Joseph St. Ana.*	53	Cingalese dhoney ...	15th December ...	Negapatam ...	Bernwala ...
50	*Star*	33	Ditto ...	20th ditto ...	Merripana Galle (Southern Ceylon).	Colombo

DURING THE YEAR 1880—*concluded*

Cargo and its total value.	Position of wreck and name of shoal, &c.	General locality where wreck occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Damaged jute; value Rs. 500.	At Naksinpoor in Chandpoor river	Sunderbuns ...	Capsized. Stress of weather	None lost ...	Totally lost.
1,884 tons salt; value unknown.	On the Flat Rock, about 55 miles to the N.-E. of Little Andamans.	Andaman Islands...	Foundering. Carelessness of master.	Ditto ...	Ditto.
Tea; value not given ...	On the N.-E. point of Sokotra Island.	Arabian Sea ...	Stranding. Unknown ...	Ditto ...	10,500 chests of tea saved; value not reported.
Bamboos, ghee and grocery; value Rs. 91.	Off Puraugarh, S. of Ratnagiri	Bombay Coast ...	Capsized. Stress of weather	Ditto ...	Totally lost.
Jungly wood and bamboos; valued at Rs. 6,821.	Off Kumbáru	Ditto ...	Foundering. Ditto ...	Ditto ...	Ditto.
roadstead ...	On the beach, a quarter of a mile S. of river entrance, Negapatam.	Coromandel Coast	Stranding. Ditto ...	One lost ...	.....
roadstead ...	About 4 miles south of Negapatam.	Ditto ...	Ditto. Ditto ...	Two lost ...	.....
roadstead ...	About 100 yards S. of the river entrance, Negapatam.	Ditto ...	Ditto. Old and rotten...	None lost ...	.....
80 tons rice and tobacco; value unknown.	A little below the Southern boundary pillar at Porto Novo.	Ditto ...	Sprung a leak. Uncaulked timbers.	Ditto ...	Totally lost.
General; value Rs. 2,000	Off Ponány	Malabar Coast ...	Collision with the S. S. *Africa*. Want of lights.	Ditto ...	Ditto.
774 bags of rice; value not given.	About 10 miles from Manár ...	Gulf of Manár ...	Foundering. Unknown ...	Fifteen lost ...	Ditto.
Coral stones; value £25 ...	About 5 miles S. of Colombo ...	Ceylon Coast ...	Ditto. Unavoidable ...	None lost ...	Ditto.

NOTES ACCOMPANYING THE WRECK STATEMENT.

1. The British Indian dingy MIRAPOOR [of Kurrachee, 6½ tons register, official number 272, 20 years old], from Kurrachee to Mirwa jungle in ballast. During a strong breeze which occurred on the 3rd January the vessel was driven into shallow water at Duba-ka-Naz, about six miles from the Sheesha beacon, River Indus (Sind coast) and totally lost. Value of vessel Rs. 150. No loss of life.

2. The British Indian manji VENKATESHA PRASAD [of Mangalore, 23¾ tons register, official number 63, classed at Mangalore, age about 16 years], from Molky to Tellicherry with a cargo of rice and paddy. On the 4th January, when going out of the mouth of the Molky river, Bombay coast (the sea being rough at the time), accidentally struck the bank and was dashed to pieces. Value of vessel Rs. 400; of cargo Rs. 1,119. Crew of 9 men. No loss of life.

3. The British Indian muchwa RAVALNATH [of Honore, 12¾ tons register, official number 522], from Cumta to Kundapur, in ballast. On the 29th January the master attempted to enter Kundapur river, Bombay coast, without the assistance of a pilot, and the night being dark he steered on to the shoal which lies to the west of the bar, and became a total wreck. Value of muchwa Rs. 200. No loss of life.

4. The Native kotia HARI PRASAD [of Dwarka, Kattywar, 69 tons register, official number 7, classed at Cutch], from Mangalore to Tannah with a cargo of Mangalore tiles, value Rs. 560. On the 31st January, when anchored off the landing place of Chendunee bunder (a little to the southward of Tannah, Bombay coast), her cable parted, and she was driven, by the force of the tide, against the bunder and broke up. Value of vessel Rs. 500; cargo worth Rs. 40 was lost. No loss of life.

5. The British Indian padow RUPAREL [of Surat, 15¼ tons register, official number 2,414, age 40 years], from Veráwal to Dhollera (near Cambay) with a cargo of wet dates. On the 12th February, when about 10 miles east of Piram light, Gulf of Cambay, the craft suddenly sprung a leak, and, notwithstanding that the crew did all they could to bale her out, she sank. Value of vessel Rs. 560; cargo Rs. 2,200. There were no boats on board, but the crew, 6 men, were picked up by a passing vessel.

6. The British iron screw steamer VINGORLA [of Glasgow, belonging to the British India Steam Navigation Company, 316 tons register, official number 73,776, schooner rigged, classed 100 A. I. at Lloyd's, age 5 years], left Bombay about noon of the 28th February with a crew of 52 men, 122 passengers, and a cargo of piece-goods, tea and copper, bound to Kurrachee, calling at intermediate ports on the Kattywar coast. All went well up to 9-30 of the same night, when water was reported on the main deck, and shortly afterwards it was observed that the vessel was steering very badly. All sail was taken in as quickly as possible, and on opening the main hatch, water was found up to the beams of the lower hold; the pumps were immediately set going, but without avail; cargo was jettisoned to endeavour to discover the leak and both anchors were let go, but it could not be discovered where the leak was; the water gained on her rapidly, and after consultation with the officers, orders were given to clear away the boats. When the chief officer went to lower the gig he found her crowded, and she broke in two before she could be lowered; most of those who were in her fell into the water, and a few were picked up by the other boats. The *Vingorla* foundered, bow first, at about 1-30 A.M. of the 29th, taking the Captain, the clerk, all the engineers, and about 70 passengers down with her. She sank in about 20 fathoms water, 70 miles N. W. of Bombay, and about 50 miles from the nearest land, Bombay coast. Ninety-five persons—men, women, and children—were subsequently picked up by the S. S. *Malda* at about 4 P.M. on the 29th. The chief officer and 2 natives were rescued by the S. S. *Brittania* and another native by the S. S. *Chilka* and landed at Bombay. Total loss of ship and cargo; 75

lives lost. [A Court of Enquiry was held at Bombay on the 4th March to investigate the circumstances attending the foundering of the above vessel, and, notwithstanding a protracted and searching investigation, the Court came to the conclusion that there was absolutely no evidence to enable them to come to a decision as to the cause of the foundering of the *Vingorla*.]

7. The British brig MARINERS' HOPE [of Penang, 213 tons register, official number 30,854, age 46 years, no class], from Penang to Rangoon. On the 26th of March the vessel was lying (unseaworthy) above Godwin's wharf in the port of Rangoon, Burma coast. The master left the ship at 3 P.M., and at about dusk the clerk lighted the cabin lamp, and, after doing so, he remained on board half an hour, and then went on shore accompanied by the tindal and two khalassies. On their return to the river's bank they observed the ship was on fire, and found that the boat had been taken to the ship by one of the men. In the meantime the Government steamer *Celerity* sent men to her assistance, but nothing could be done and the vessel was utterly destroyed in spite of all that was done to save her. Total loss of vessel, value Rs. 10,000. Crew of 15 men; the seven who were on board safely landed in vessel's boat. [The origin of the fire could not be ascertained. The master was to blame for neglect in not leaving one of his officers in charge of his ship when he was away.]

8. The British Indian barque HAMEEDER ROSOOL [of Chittagong, 283 tons register, official number 3 of 1877, not classed, age about 22 years], from Chittagong to Rangoon, with a miscellaneous cargo, value Rs. 2,500. The vessel put back through stress of weather, and was moored with two anchors, which she dragged, and grounded on the night of the 18th of March on the bank abreast of Allah Bux's godown, east of sudder ghât, Kurnafuli river (Chittagong coast). This was caused by the ground tackle being too light, and presumably the vessel being negligently moored. By an order of the Sub-Judge of Chittagong the vessel was attached, and the court peons and the decree-holder's men, with the assistance of six coolies, removed the barque to another part of the shore and grounded her on a rock, where she capsized and became a total wreck on the 27th March. Value of vessel not known. All the cargo was saved. No loss of life.

9. The British Indian padow RUPAREL [of Bulsar, 28 tons register, official number 1,059], from Bombay to Bhaunagar with a cargo of sesamum and rice, stranded on the 28th of March on a shoal about 9 miles from Bhagwa, in the Gulf of Cambay, caused by the carelessness of the tindal. Total loss; value of padow Rs. 1,200; of cargo Rs. 4,500. No loss of life.

10. The British Indian pattimar FUTHEL KHAIR [of Cumta, 163¾ tons register, official number 8,575, age about 15 years], from Cumta to Bombay with a cargo of timber, cocoanuts, &c. On the 1st of April, when anchored one mile off the Prince's dock, Bombay harbour, the cook left the fireplace and went away to the side of the vessel to wash some rice, and while so engaged the cooking-place took fire; the flames spread rapidly and gutted the whole vessel, which was completely destroyed down to the water's edge. The crew used every effort to extinguish the flames, but their exertions were of no avail. Value of vessel estimated at Rs. 5,000. Part of the cargo was also burnt, valued at Rs. 5,425; the greater portion, however, had been discharged before the fire occurred. Crew 13 men. No loss of life.

11. The British Burmese kattoo MOE BYAN [of Tavoy, 73 tons register, official number not stated], from Rangoon to Tavoy with a general cargo. She experienced a heavy gale about the 3rd April and stranded near the Eastern Grove light-house, entrance to Rangoon river (Burma coast). Total wreck. Value of kattoo Rs. 1,500; cargo Rs. 1,000. No loss of life.

12. The Italian wooden barque SUPERBO RICHESE [of Genoa, 901 tons register, official number not stated, classed at Genoa 10A., 4½ years old], from Singapore to Bassein with sand ballast. On the 29th March the master left the vessel lying at anchor off Diamond Island, Bassein river (Burma coast) while he proceeded to Bassein for orders. On the night of the 2nd of April a gale came on and a second anchor was let go. On the morning of the 4th the yards were lowered and every effort was made to put out a third anchor, but in vain; at 2 P.M. she was riding heavily, and, finding it impossible to remain in this position, the rigging of the foremast was all cut away. The vessel being in the centre of the cyclone, commenced to drag her anchors; and at 5 P.M. her stern was

bumping on the reef stretching from the north of Diamond Island. In the first bumps the masts all went by the board, and, after another hour, the helm broke in two; at 7 P.M. when the tide fell she lay on her side, where she filled with water up to the 'tween decks; she subsequently became a total wreck. Value of vessel about £8,000. Crew 17 men were saved by one of the vessel's boats.

13. The British iron screw steamer AMELIA [of South Shields, 1,090 tons register, official number 63,025, three-mast schooner rigged, classed at Lloyd's 90 A 1, age 7 years], from Cochin to London with 1,850 tons of general cargo. She left Cochin on the 3rd April and all went well until shortly after 9 P.M. on the 4th, when the master left the bridge, directing the 2nd officer to take charge and keep a good look-out. Twenty minutes afterwards the master came on deck, and saw land close on the starboard beam, and breakers right ahead. Orders were at once given to put the helm to starboard and reverse the engines full speed, which was done immediately; but it was too late, and the vessel ran on the reef between Cheria and Kalpeni Islands in the Lakadivh Archipelago. She commenced to roll and strike heavily and began to fill rapidly; the next day she broke in two. The master ordered the crew to take to the boats, and, seeing that nothing could be done, they left the vessel at 9-30 P.M. of 5th and made for Cochin. From the statement of the master the vessel was set 15 miles to the northward in 9½ hours, whereas, previous to this, she was set to the southward of the course steered; if no current had been running, the course steered would have taken the vessel about 15 miles clear off the island. Value of vessel Rs. 2,50,000; cargo all lost, value Rs. 2,00,000. Crew of 25 men. The captain and 8 men arrived at Alleppy and the rest of the officers and crew made their way to Cochin. No loss of life. [A special Marine Court of Enquiry was held at Cochin on the 29th April, and 19th and 20th May, under section 4 of the Indian Merchant Shipping Act, 1875. The Court arrived at the conclusion that the master, John Dixon, was guilty of misconduct in having, without any reasonable cause, steered his vessel within too close proximity to the Kalpeni Island, and also of having neglected his duty in leaving the bridge at a critical time, and that he thereby caused the wreck of the said vessel. The Court therefore directed that his certificate be suspended for the space of six months. The Government of Madras confirmed the sentence, but did not comply with the commander's application for the grant to him of a chief mate's certificate during his suspension.]

14. The British Indian craft (name unknown) of Chittagong [no official number, tonnage not known], from Dacca to Chittagong with 400 maunds of lime. On the 13th of April the craft struck on a chur in Siddee river, Sunderbuns, and foundered. Value Rs. 300; cargo Rs. 200. No loss of life.

15. The British Indian craft (name unknown) [18 tons register, no official number], with a cargo of lime, stranded and became a total wreck south of Dighali chur in the River Megna, Sunderbuns. Value not reported. No loss of life.

16. The British Indian barque HENRY MILLER [of Madras, 448 tons register, official number 18,588, not classed, age 27 years], from Cocanada to Madras with a cargo of rice, gram, and paddy. The vessel had been at anchor at Cocanada harbour for upwards of a year, and when loaded with a heavy cargo on the 17th of April she made so much water as to necessitate her being taken on to the mud flat 2 miles N. E. ½ E. from entrance of Cocanada river, where she discharged her cargo. She was filled with water to the water line to remove the bad odour from the damaged cargo. Several subsequent ineffectual attempts were made to lift her, but the vessel gradually settled down into the mud. Value of vessel unknown; cargo partially lost, amount not known. No lives lost.

17. The British Indian muchwa MUCHIMAR [of Karwar, 9¾ tons register, official number 331, 45 years old], from Sedashigar to Cumta with a cargo of straw, stranded on the 20th April at the entrance of the Cumta creek (Bombay coast) and broke up. Value of craft Rs. 300. Cargo partially lost. No lives lost. [Wreck caused by the ignorance of the tindal.]

18. The Portuguese Indian craft SONDA ST. ANNA [of Goa, 18¼ tons register, official number 12], from Hangarkotta (Barkur) to Goa with a cargo of rice and chillies. During a storm on the 11th of May the vessel struck the southern bank of the river near Codee of Kundapur, Malabar coast, and went to pieces; 800 rupees worth of cargo lost. No loss of life.

19. The British Indian craft THE EMILY [of Bombay, age 20 years, registered tonnage and official number not reported], from Bombay to Ratnagiri, foundered during a storm at midnight of the 23rd May off Jaygad, Bombay coast. Total loss, value unknown. Crew 12 men; 10 lives lost.

20. The Native kotia FUTEH SALAMUT [of Junagarh, 82 tons register, no official number or class], from Ponány to Bombay with a cargo of cocoanuts and bamboo blinds. On the night of the 28th of May the kotia, whilst entering the Beypore river (Malabar coast) during a heavy sea, foundered near the north point of the Beypore bar. Total loss of vessel, value about Rs. 3,000; cargo, partially lost, Rs. 2,600. No loss of life.

21. The British Indian craft ESHWANTI [of Ratnagiri, 20¼ tons register, official number 8,962, age 54 years], from Karwar to Bombay with a cargo of cocoanuts, coir-yarn, and planks, valued at Rs. 1,582. During a storm in the night of the 2nd of June the heavy seas carried away the rudder, and the vessel filling with water she sank when 10 miles off shore between Malwan and Nuti, Bombay coast. Total loss, value of craft, Rs. 800. All the cargo was lost, with the exception of some cocoanuts and one bundle coir-yarn. The crew saved themselves by means of a canoe.

22. The Portuguese Indian craft SAKRI [of Diu, 28 tons register, official number unknown, age 20 years], from Panjim (Goa) to Diu with a cargo of wines, cocoanuts, &c., stranded at Guhaghur about 5 miles south of Dabhol river, Bombay coast, at 11 P.M. on the 3rd June, caused by the strong wind and heavy seas. The craft finally broke up. Total loss, value Rs. 1,500; some of the cargo was saved, value unknown. No lives lost.

23. The Native kotia FATHEL KHAIR [of Calicut, 80 tons register, official number not stated], from Kuilundy to Bombay with a cargo of cocoanuts. On the 4th of June the craft was caught in a storm, and the tindal, not being able to make out the entrance to Beypore river (Malabar coast) owing to the thick rain, ran his vessel ashore on the north side of the river; she subsequently foundered. Value of kotia Rs. 3,000; cargo partially lost, value unknown. No loss of life.

24. The British Indian padow DARYA DOWALAT [of Bombay, 26¾ tons register, official number 2,846], from Anjanvel to Bombay with a cargo of jaggery, turmeric, and cotton. Whilst sailing up the coast of Bombay on the night of the 4th June a leak was discovered. Every effort was made to lighten the vessel by baling out the water, but to no purpose. The tindal endeavoured to run towards Karanja creek in the hope of being able to beach the padow on the sands near Mandawa, but in doing so she struck on the rocks near the village of Kolgaum and broke up. Value of vessel Rs. 2,200. Cargo (partially lost) Rs. 761. No loss of life.

25. The British Indian craft (name unknown) [of 11 tons register, no official number, age 5 years], from Magdhara to Chittagong with a cargo of paddy and dhal. Whilst entering Dumokha Khal (Sunderbuns) during strong winds on the 15th of June the craft struck on the sand and foundered; she afterwards broke up. Total loss, value Rs. 80. Cargo Rs. 190. No loss of life.

26. The British wooden barque MAHABULESHWAR [of London, 1,303$\frac{95}{100}$ tons register, official number 51,486, age 15 years, classed 3/3 L. L. at French Lloyd's], from London to Bombay with a cargo of railway materials and Government stores. The vessel before leaving London had gone into dry dock and had considerable repairs done to her. She had been surveyed by the Government Surveyor and was afterwards loaded under his inspection. After leaving Falmouth on the 25th February nothing particular occurred until the 15th June. At noon of that day the position of the ship, as believed by the master, was in latitude 9° 36' N., and longitude 73° 5' E., by observations; the master took sights at 4 o'clock in the afternoon of that day and worked them out. The longitude was about the same, or about five miles to the eastward since the morning sights. The master worked out the latitude that night at 11 o'clock by the star Antares, and made the latitude 10° 50' N. The chief mate reported at about 11-45 P.M. of the 15th a light a little on the port bow and took it to be a steamer's light, but subsequently found that it was on an island. The master immediately afterwards altered the course to N. N. E. to attempt to clear the island, but at 12-15 A.M. on the 16th she struck aft on a coral reef to the N. E. of Aucutta in the Lakadivh group. At daylight

finding that she was breaking up fast the master and crew abandoned the ship and landed at Bingaro, an island lying about 17 miles to the N. E. of Aucutta. Total loss, value unknown. Crew 21 men. On the morning of the 16th June the captain and crew landed at Tingaro; they afterwards went to Bingaro, and subsequently at daybreak on the 21st June the captain, the second mate, and seven of the crew took the life-boat and tried to land at Aucutta, but were unable on account of the wind and sea, and afterwards made the island of Underut, where they all safely landed. All the crew were afterwards picked up by the S. S. *Ash* and another steamer, the *Madura*, and brought on to Bombay. [A Court of Enquiry was held at Bombay in the Chief Presidency Magistrate's Court on the 9th August to investigate the circumstances connected with the above wreck. From the evidence before it the Court found Captain McKinnon guilty of incompetency on the following points: 1st, that Captain McKinnon committed a very grave error in judgment in electing to take the middle route to Bombay early in the south-west monsoon, when all authorities, as the wind and current route charts, as well as the sailing directories for the Indian Ocean, clearly demonstrate that the passages through the Mozambique Channel or east of Madagascar, are the most direct and certain to Bombay at that season of the year; 2nd, that having elected to take the middle passage to Bombay with the certainty that the west coast of Hindostan and the islands adjacent would be reached in stormy weather, and proximity to the land would make it a lee shore, Captain McKinnon committed a grave error in judgment in not making sufficient westing in the south-east trade, or south of the equator, as he states in his evidence he could have done, and which would have given him ample sea-room to reach his destination; 3rd, that finding when he crossed the equator that baffling winds and currents were setting his ship to the eastward, Captain McKinnon committed a grave error in judgment in not working back to the southward, until such time as he could have made sufficient westing to stand up safely towards Bombay; 4th, that being uncertain of his position when he reached the equator, and being unable to place reliance on his chronometric observations, Captain McKinnon committed a grave error in judgment in persistently working to north-east, knowing that this course and the currents would probably set his vessel among the Maldivhs or Lakadivhs; that on the night of the 15th June, when Captain McKinnon evidently knew he was getting amongst the Lakadivh islands by having ordered a look-out to be kept for the Piti bank, he showed gross recklessness, and, in our opinion, incompetency as a navigator, in not putting his ship to the southward and waiting for daylight to ascertain his true position; and, further, when the light was reported on the port bow, in not immediately wearing his ship round, and retracing his steps southwards, until such time as he could ascertain his true position; 5th, that the navigation of the vessel appears to have been performed in a careless and indifferent manner by Captain McKinnon, more especially when he knew he was approaching the Lakadivh islands, and that his chronometers, as shown by his evidence, were not correct, and which resulted in the loss of his ship with her valuable cargo, though fortunately without any loss of life. The Court concluded its remarks by referring to the conduct of Mr. Hawkins, the chief officer, who appeared not to have paid such attention to the navigation of the vessel as it was his duty to have done, as in case of any accident happening to the captain he would have been left in charge of the navigation of the vessel. No doubt it was the duty of a captain to see that his chief officer attends to these important duties, and perhaps Captain McKinnon in this instance was much to blame for the inattention of his chief officer to these duties. The Court accordingly suspended the certificate of Captain McKinnon for nine calendar months, and censured the chief officer.]

The Governor of Bombay confirmed the above decision.

27. The British iron barque DRUMCLOG [of Glasgow, 977 tons register, official number 70,325, age 2 years, classed at Lloyd's 100 A. I.] from Bassein to Falmouth with a cargo of 1,480 tons rice. The vessel left Bassein on the 25th June in pilotage charge of Mr. E. W. Boys and in tow of tug *Albert*, and was anchored on the 28th June off Diamond Island in five fathoms of water. Bearings of the fairway buoy and Alguada reef light-house were taken, but this position was not marked down on the chart, so it was not found out where such a cross-bearing would have put the vessel; had this been done, the master would at once have

seen either that his bearings were wrong, or that his vessel was in a dangerous position, necessitating extra caution. The fairway buoy, and the land beyond it, were clearly in sight, but no notice was taken by the master or mate of the position of one with reference to the other; consequently the master failed to use an accurate mode of determining quickly the position and movement of his vessel. Early in the morning of the 29th the wind was fresh from south-west with rather a high sea on. As advised by the pilot, before leaving, the vessel was got under weigh, but only the two lower topsails were set, and the foot of the spanker hauled out. The vessel was kept under weigh about an hour, and no more sail was set. No notice was taken as to how the vessel was going by the fairway buoy and the land beyond it, but implicit trust was placed on the report of the leadsman; and when he reported that the vessel was not going ahead, the vessel was brought to anchor again. Fresh bearings were taken, and no alteration found in them. The vessel had, however, drifted about a mile to the north-east towards the Porian shoal. This is no doubt to be attributed to the want of sufficient sail being set. Had all plain sail been put on the vessel when the anchor was weighed, she would have gone safely to sea without difficulty or danger; had the master kept his eye on the fairway buoy he would have seen that after the anchor was weighed she was drifting, instead of making progress seaward. The 29th passed without verifying the position of the vessel on the chart. On the morning of the 30th the anchor was hove up again, and sighted to see if it was all clear; the vessel was put under her staysails and again lost ground. At about 4-30 P.M. the vessel was felt to touch the ground lightly. The master determined to move her at once, made sail, and weighed the anchor, when the vessel immediately went into the breakers on the Porian shoal, entrance to Bassein river, Burma coast. At midnight the port chain parted, and the sea washed completely over her, the ship striking the ground heavily all the time. On the morning of the 1st July the kedge anchor parted, and the crew finally abandoned her. The S. S. *Albert* came to her assistance on the 3rd, but on account of the high sea and heavy breakers nothing could be done. On the 7th she had ten feet of water, and on the 8th July she totally disappeared. Total loss, value of vessel £16,000; of cargo, £10,000. Crew, 18 men, were saved in ship's and pilot's boats. [A special Court of Enquiry was held in the District Magistrate's Court, Bassein, on the 19th July, under the provisions of the Indian Merchant Shipping Act of 1875, to investigate the circumstances that led to the loss of the above vessel. The Court remarked that, "In determining to get under weigh at the time he did, the master's anxiety led him to commit an error of judgment. The flood tide would be just coming in when the anchor was weighed, which would, and did, carry the vessel on to the shoal; he should have, ere he moved, signalled his position to Diamond Island. He should have sounded round her to inform himself of her exact position with reference to shoal water, and then, if circumstances favoured, slipped from his anchor, rather than lose time in heaving it up. He signalised for help at 8 P.M., when pilots at once went off to him, but it was then too late to render any effective assistance. From this time the master's conduct was truly praiseworthy. There would appear to have been good discipline on board. The crew obeyed orders promptly, and sought not to leave the vessel until it was quite evident, and the master had so decided, that lives would be risked by staying longer on board. Indeed, it was only by the foresight, courage, and example of the master that all the lives on board were saved by the ship's boats. The master was at the wheel all the time the ship was under weigh, was perfectly sober, and apparently anxious for the safety of the vessel, but seems to have been misled by his leadsman, and by his expectation that the vessel was making a good course under such a small amount of sail." The Court found John Higgins, master, guilty of misconduct in not using all due precautions for the safe navigation of the late ship *Drumclog* under his command on the 29th June by not putting sufficient sail on the ship, whereby she drifted into danger, and that on the 30th June by having weighed anchor at the wrong time, whereby the safety of the ship was imperilled, and that when he found the ship was striking he did not use proper means to get her out of danger, and therefore she became a total wreck. The Court accordingly suspended his certificate for six months, but recommended for the consideration of the Board of Trade that a first mate's certificate be granted during the term of such suspension.] The Chief Commissioner of British Burma concurred in the recommendation and finding of the Court.]

28. The British Indian muchwa RUPAREL [of Gogha (Káthiáwar), 9¾ tons register, official number 67, age 36 years], with a cargo of wheat to Bhávnagar, stranded near Khunbandar, Gulf of Cambay, on the morning of the 3rd of July, and afterwards filled with water and sank. Total loss, vessel Rs. 400; cargo partially lost, value Rs. 200. No loss of life.

29. The British iron screw steamer DUKE OF LANCASTER [of Barrow, belonging to the Ducal line of steamers, 1,943 tons register, official number 70469, age 6 years, classed at Liverpool A. I. 100], from Calcutta to London with 3,100 tons wheat, hides, cotton, tea and coffee. On the 12th of July at 2-35 P.M. the Perim light-house was passed, the weather was then clear with a light breeze from the N. N. W., force about 3. At sunset the weather became hazy round the horizon, but clear overhead with a quiet sea. The following courses appear to have been steered: From 2-35 P.M. Perim light-house abeam, Small's straits to 3-30 P.M., N. 30° W. true course, distance run 9 miles. From 3-30 P.M. to 4-40 P.M., true course N. 25° W., distance run 10 miles. From 4-40 P.M. to 7-30 P.M., true course N. 30° W., distance run 27 miles. From 7-30 P.M. to 10-50 P.M., true course N. 22° W., and distance run 31¾ miles. From 10-50 P.M. true course was N. 27° W., and distance run 14 miles up to time of striking. The master states that at 4-40 P.M. he considered himself too close to the land, and consequently altered his course as stated. At 7 P.M. Mokha was abeam and distant, according to the master's computation, 5 miles. At 10-30 P.M. Little Hánish Island is reported to have borne S. 68° W., distant 6 miles, and from that time high land was continually visible on the port side. The vessel appears all this time to have been going at an average speed of 9½ knots. At about 0-20 A.M. on the 13th the vessel struck the reef on the spit off East point of Jebel Zukur Island on the port side, grazing the rocks and causing a rent in her side with several holes in her plates. She was still making headway until the master reversed the engines and brought the ship to a stand-still, when, finding that she was making and filling with water fast, he ordered the engines to be turned full speed astern and the boats to be got ready. Within 20 minutes of her first striking the vessel was run stern foremost on to the beach just to the north of East point of Jebel Zukur Island; she soon settled down by the head in 7½ fathoms of water with her stern in 7 feet resting on the rocks or coral reefs about a cable's length from the shore. The passengers and crew were then landed with provisions and materials for tents, and the vessel was considered a total wreck. The Peninsular and Oriental Steam Navigation Company's S. S. *Australia* appeared at daylight on the 13th and took the passengers and crew, excepting those who were left in charge of the wreck, to Aden. H. M. S. *Philomel* proceeded from Aden on the 14th July to endeavour to get her off, but could render no assistance. Two thousand seven hundred tons of cargo damaged and 400 tons saved of coffee, chinchona, and cotton, value unknown. Crew of 100 men, of whom 21 were Europeans, and 24 passengers, including children. No loss of life. [A Court of Enquiry was held in the Court of the Resident, Aden, under section 5 of Act IV of 1875 on the 23rd July, to investigate the circumstances attending the above wreck. "In arriving at an estimate of the cause of the accident, the Court, after a careful enquiry into the case, are of opinion that, taking for granted that the passage between Jebel Zukur and Abú Ail Island was necessary, and the usual course for vessels to steer, to enable a fresh departure to be taken for navigation; that the courses steered by the master, John Whittle, with a good look-out kept, and, notwithstanding the haziness of the weather, would have enabled him to pass the channel in safety close to East point, but for the spit which apparently exists and juts out one-third of a mile with a reef outside it from that point and lies east or nearly so from the point in latitude 14° 1′ 30″ N. and longitude 42° 47′ E. Had the chart shown this spit or given any indication of danger at this point in place of deep water, the master by keeping his vessel at full speed would have, no doubt, been guilty of reckless navigation. On these grounds the Court have refrained from charging the master, John Whittle, with reckless navigation, as under the circumstances such a charge would not in its opinion have been sustained. The Court, however, are constrained to make the following remarks: that the master having to pass through a narrow and dangerous channel at night, would have better sustained his character as an anxious and careful navigator had he more clearly defined his distance off Mokha by a cast of the lead, which he could have done, no

similar assistance would have been derived by a cast off Little Hánish Island; but, as the weather was hazy when the bearing of this Island was taken, and it was impossible for him to determine its distance with any degree of accuracy (when accuracy was greatly needed) to shape the correct course to make the passage between Jebel Zukur and Abú Ail Island, he might have considerably reduced the speed of his vessel and thus greatly reduced the chances or effects of disaster. After the accident, the master, John Whittle, appears to have acted with judgment and promptitude, and by backing his vessel on shore full speed to have prevented the loss of a single life, otherwise it is more than probable that, considering the hour, few persons would have been saved, and for this he is worthy of commendation. The Court consider, in submitting this report, that it would appear very desirable that a fresh survey of Jebel Zukur Island were made and more soundings given from the N. W. to Eastward, and, further, considering that several vessels have lately grounded on this island, in the interests of general navigation of the Red Sea, that the erection of a light-house on Abú Ail Island would be the cause of general satisfaction, and considerably lessen the dangers and risks at present run in the navigation of this difficult spot."] The Governor of Bombay confirmed the finding of the Court. The Anchor line S. S. *India* brought to Suez 15 of the Liverpool Underwriters' Association's men, together with pumps and gear, for floating the S. S. *Duke of Lancaster*. The divers and pumps afterwards left Suez by the S. S. *Mercury*.

30. The British iron barque LASSA [of London, 1,139 tons register, official number 77004, age 3 years, classed at Glasgow 100A-I.] arrived at Madras on the 6th July from Cardiff with 9,000 steel rails for the Mysore State Railway, and left the roadstead on the 1st August for Calcutta, in sand ballast. About 4 A.M. of the 4th August a sounding was taken and the depth found to be about 38 fathoms. The lead was not heaved again until after she struck about 11-30 A.M. of the same day. In the morning she was in sight of the Bimlipatam hills. She passed Bimlipatam between 9 and 10 A.M., steering N. E. $\frac{1}{2}$ N. by the steering compass—a course which, in the absence of currents, would have taken her about parallel to the coast line, the deviation being one and a half points to the eastward. Captain Higgins asserted that he was ten or eleven miles off land when he passed Bimlipatam, and that he was about the same distance out when the vessel struck. The Second Officer, who had the watch at the time, said that they passed Bimlipatam about ten miles out, more or less. The distance was merely judged by the eye. No cross-bearings were taken and the lead was not heaved. If the *Lassa* was really ten miles off land at Bimlipatam, the course she was steering would have taken her clear of the Santipilly reef; but if she was only seven miles off, it would take her only one and a half miles outside the reef, no allowance being made for current or inaccurate steering. She struck in broad daylight on the Santipilly reef (Madras coast), and shortly afterwards foundered in deep water. Total loss, value £19,000. The crew, 39 men, and 2 native passengers, were saved in ship's boats and landed at Santipilly, and thence they went to Bimlipatam.

[A special Court of Enquiry was held under section 4 of the Indian Merchant Shipping Act, 1875, at Bimlipatam on the 11th September, for the purpose of enquiring into the circumstances attending the loss of the barque *Lassa*. When most of the evidence had been taken by the first appointed president of the Court, he fell sick and was compelled to take leave on medical certificate. Another president was appointed and the proceedings commenced *de novo*. This Court was unanimously of opinion that the *Lassa* struck on the Santipilly reef, and that any blame for her loss must be attached solely to the captain. It was recorded that "the Government made no charge against Captain Higgins under section 6, and no charge of misconduct had been made by the Court under section 9, Act IV of 1875. The principal witnesses were not now within the jurisdiction of this Court, and it was therefore too late to charge him with negligence. Without such a charge communicated to him previous to the investigation, the Court was not competent to punish him by the suspension of his certificate. Captain Higgins deserved credit for having saved the lives of all on board. The rapidity with which the vessel sank required that prompt measures should be taken to lower the boats."]

P. S.—Information was subsequently received from Madras that the

wreck of the *Lassa* had not been found; and that although a search was made by the Port Officer of Bimlipatam, with the assistance of a European diver from Madras, the actual position of the wreck could not be ascertained.

31. The British iron ship CARTSBURN [of Greenock, 1,256 tons register, official number 55468], from Dundee to Bombay with a cargo of 1,801 tons coal. The vessel left Dundee on the 27th May, and all went well until the morning of the 5th August, when the vessel was in the Mozambique channel; on that day at about 2 or 3 A.M. smoke and dust in the captain's cabin aroused suspicions, and the crew were early set to work the coal from the main hatch on to the deck, and this was persisted in until late in the day of the 5th, when it was discovered that the cargo was on fire. No intimation of fire or any suspicion was aroused prior to the time mentioned, and it was not until a considerable quantity of coal had been removed from the main hatch that it was discovered that the fire was in the lower hold; and by the time the men left off working, the heat and gas and smoke were so severe as to prevent their continuing. Before desisting from continuous work on the 5th, the men were engaged in getting the boats off the skids and ready. After resting, the working at the coals was continued on the morning of the 6th August, by which time no further progress could be made with cargo down the main hatchway, and all hands were employed on the after-hatch, and water was poured into the main hatchway and coals were thrown overboard. The fire, however, appears to have gained steadily, and although the crew worked all that day, at midnight flames were coming up the main hatchway and the fire evidently had hold of the ship. At 12 noon on the 6th August the ship's position was latitude 17° 17′ S., and longitude 40° 30′ E. (East coast of Africa), and a course was then made for Mozambique. On the evening of the 6th the boats were provisioned and ready for launching. By the morning of the 7th August the fire had increased to such an extent as to drive the men on to the poop, and at 12-30 P.M. on that day she was abandoned by all hands, the sails and ropes being on fire. Shortly after abandonment her mainmast fell, taking the mizen; and as the crew in the three boats steered away for Mozambique, distant about 80 miles, the ship was ablaze and only the foremast standing. The weather was during all this time moderately fine and the ship going about 6 knots. Total loss; value of vessel unknown; of cargo £2,880. Crew 26 men. The boats containing the master and second mate appear to have made Angoxa river, and the first mate to have been picked up close to that place by a dhow, and all were accommodated by the Governor of that Portuguese Settlement, and sent on to Mozambique after a few days, in the Portuguese cutter. The British Consul at Mozambique forwarded the whole party, one day after arrival, to Aden in the British India Steam Navigation Company's S. S. *Abyssinia*, and they arrived at Aden on the afternoon of the 2nd September.

[A Court of Enquiry was held in the Court of the Resident of Aden under section 5 of Act IV of 1875 on the 3rd September, to investigate the circumstances attending the total loss by fire of the above ship. From the absence of any warning save on the morning of the 5th, the Court considered that the fire originated in the cargo in the lower hold under the main hatchway, and was caused by spontaneous combustion of coal. There were four surface ventilators in the ship, and the main and foremast and chain locker appeared to have been hollow and perforated, but no ventilation existed in connection with or along the keelson, fore and aft; the master for his own satisfaction appeared to have had a trunk made down the main hatch for the purpose of testing the heat of the hold, but it did not appear to the Court that any guarantee thereby could be obtained of the heat of the cargo except in its immediate vicinity, as there were no connecting shafts, and further that the thermometer would hardly have shown much variation for the short periods it remained below. From the statement of the master it appeared to the Court that the surveyors at Dundee purposely dispensed with ventilators fore and aft in the cargo, and surface ventilation was considered sufficient, and hatches were off on every possible occasion. So far the Court failed to see how any warning of unusual heat could be obtained; but as the subject of ventilation of cargoes is a vexed question, they recorded an opinion in this case that spontaneous combustion evidently occurred near the bottom of the vessel, and no warning was manifested until efforts with a small crew would have been unavailing to check the hold the fire had gained. The Court remarked

that the master appeared to have acted with calmness and judgment, and to have made prolonged efforts to save the vessel before deserting her, and for this he was deserving of commendation. The crew appeared to have worked willingly and well, and, doubtless owing to the discipline maintained and judicious management, all hands were landed in safety. The Court did not consider it probable that any advantage would have been gained by the master under the circumstances having battened down his hatches and made for Mozambique at once, as under the circumstances, and his distance from land and fear of an explosion, it was very questionable whether worse disaster by loss of life might not have resulted.] The finding of the Court was approved by the Governor of Bombay.

32. The British iron barque BIRCHVALE [of Liverpool, 892 tons register, official number 74505, age 4 years, classed at Lloyd's 100 A. 1.], from Sourabaya to Diamond Island with 430 tons ballast. The voyage seems to have been a successful one up to 7-30 P.M. of the 13th August. At this time the light on Alguada reef was sighted from the foreyard, and at 8 P.M. the light was plainly visible from the raised quarterdeck (poop) bearing N. ¾ W.; the night was fairly clear, the wind moderate from S. by W. The master estimated his distance at 8 P.M. from the light to be 20 miles. This being the limit of visibility noted on the charts, it does not seem to have occurred to him that the limit of visibility is governed by the height of the observer's eye above the sea level. The speed of the vessel was reduced to about three knots per hour by taking in sail, and a course steered N. ¼ E., the light then bearing N. ¾ W. At 10 P.M. the bearing of the light had altered to N. N. W. The vessel had been running before the wind with square yards. She had gone by the log six miles and may have gone more. At this time common prudence would have dictated that the vessel should be taken no nearer the reef, or that extra caution should be observed if the course was to be continued towards it, even supposing that she was 14 miles off, as the master had (wrongly) judged; the necessity for verifying the position of the vessel and using extra caution was urgent, but no caution was observed; the course was altered to N. ¼ W., half a point towards the light, and the vessel kept on her way towards it. The lead was never used. At 11 P.M. the course was altered three-quarters of a point more towards the light (N. by W.); some time between 11 and midnight the first mate in reply to the master said he thought from the distance the vessel had run, she must be about 8 miles from the light. The vessel was then brought to the wind on the port tack, and the light brought to bear on the starboard (lee) bow, orders were given to make sail; while the crew were doing this, the ship struck at 12-10 A.M. on the 14th August, about three to four cables' lengths on the eastern side of the light-house on the Alguada reefs, entrance to Bassein river, Burma coast. The vessel was abandoned at 2-30 A.M. the same day as a total wreck. Value not known. No lives were lost. The crew, 18 men, escaped in the vessel's boats and landed safely at Diamond Island.

[A special Court of Enquiry met at Bassein on the 21st August under the provisions of the Indian Merchant Shipping Act, 1875, to investigate the circumstances attending the loss of the *Birchvale*. The Court remarked that "the ship struck upon the rocks, the striking being the first intimation of danger that those on board had, so that instead of being 8 miles off at 11-30 P.M., the vessel must have been in close proximity to the rocks; though the look-out man had been removed at an important time (11-30), still up to that time both the officer of the watch (first mate) and the look-out had been on the alert, both had been on the foretop gallant yard at 11 P.M., and it is strange that breakers were not seen; this may in part be accounted for by their attention being directed to seeing whether they could make out a light on Diamond Island. The master in his defence throws blame on the first mate, but the evidence shows that the master was on the poop all the time and guiding the vessel's movements by his own orders, the mate being engaged in carrying them out from time to time. If the evidence had shown that the first mate had been left in responsible charge, the Court would have dealt with his certificate. The master says in his defence that he was asleep from ten to midnight. The evidence entirely disproves this. The Court believe that the master, John Garrett, was in a bad state of health, and are disposed to deal leniently with him on this account; but they cannot but hold him responsible (solely) for the stranding of the vessel. With plenty of sea

room and the weather fine, he should not have allowed his vessel to get anywhere near the reef at 11-30, when the vessel was brought to the wind; if her head had been brought to the east, she would have been saved, as she would then have gone from the reef instead of towards it."

The Court found John Garrett, master, guilty of the charge of misconduct, and decided that his certificate be suspended for a period of 9 months.]

33. The British Indian dhoney GANAPATHY POORAVY [of Jaffna, 101½ tons register, official number 31442, age 10 years, no class], from Masulipatam to Jaffna with a cargo of paddy and gram, sprung a leak at midnight of the 29th August, and was beached at point Divi (Madras coast), to prevent foundering in deep water. Total loss; value of vessel Rs. 3,200; of cargo about Rs. 6,000. Crew, 19 men, all saved on a raft and picked up by another dhoney.

34. The British Indian schooner ALARAMAH [of Cocanada, 41 tons register, no official number or class, age 4 years], from Naraingunge to Chittagong with a cargo of 1,050 maunds jute. At 4-30 P.M. on the 30th of August, when at Jalchirra, near Sundeep in the Sunderbuns, the wind fell light, one anchor was dropped, when the cable parted; another anchor was let go, this did not hold, and the tide being very strong she was dragged ashore and capsized. Total loss; value of vessel unknown; of cargo Rs. 5,250. Crew 8 men. No loss of life.

35. A British Indian godu boat (name unknown) [of 37 tons, age 7 years, belonging to Chittagong], from Chur Bodu to Noakholly with a cargo of wooden planks. On the 2nd September, whilst at anchor in the Jalchira river, in the Sunderbuns, the vessel foundered during a south-westerly gale. Total loss; value of vessel Rs. 550; three-fourths of the cargo was lost. Crew 9 men and one passenger, all saved by swimming.

36. The British Indian sloop STREE VENKATAREDDI [of Coringa, 102 tons register, official number 5 of 1878, no class, 34 years old], from Coringa to Chittagong with a cargo of mud ballast, lime and mangoe pickles. On the 3rd September the sloop anchored in 8 fathoms, Savage Island light bearing E., one mile distant; parted her coir cable, the sea being high, and when the wind moderated she drifted into 5 fathoms and let go second anchor and chain cable, but it also parted in half an hour, and, there being no other anchor on board, the vessel drifted on shore about 2½ miles west of Fakir point; Savage Island light-house bearing E. S. E., and old pagoda E. N E. (Arracan river, Burma coast). Total loss; value of vessel unknown; cargo Rs. 500. Crew, 17 men, were all saved in the sloop's boat. [It was reported that the vessel was in a very rotten condition, the timbers being nearly all eaten through with dry rot.]

37. The British Indian pattimar CHANDRABAN [of Donguree (Ghorabandar taluka, Basseen river, north of Bombay), 95¼ tons register, official number unknown], from Karwar to Bombay with a miscellaneous cargo. The craft on the afternoon of the 16th September stranded near Yehlass, entrance to Mhar or Bankot river, Bombay coast. Total loss; value Rs. 1,500; cargo, value unknown. No loss of life. [Wreck caused by the ignorance of the tindal.]

38. The Native bagla KALIM PASA [of Cutch Mándvi, 216 tons register, official number not reported, age 16 months, no class], from Maskat to Rangoon with a cargo of dates. She was sailing along the Burma coast with a heavy sea and heavy rain. At 3-30 P.M. on the 19th September the look-out saw the land, and the nacoda ordered the anchor to be got ready when breakers were also seen. The lead was cast frequently, and there was nothing less than five fathoms; the nacoda then turned round to go back, when she ran into three fathoms, and having turned again she went towards the shore; but the anchor not being ready the force of the current drifted the bagla into 2½ fathoms on to the Baragua flat, in the Gulf of Martaban (Burma coast). She afterwards broke up. Total loss; value of vessel Rs. 16,000; cargo Rs. 18,000. The nacoda and crew (15 men) landed in the jungle and made their way through the creeks to Rangoon.

[A special Court of Enquiry was held at Rangoon on the 15th October at the Deputy Commissioner's Court under Act IV of 1875 to investigate the circumstances relative to the loss of the above vessel. The Court unanimously agreed that the *Kalim Pasa* was lost through unskilful, and, in fact, rash navigation on the part of the nacoda. He admitted that he steered a course to the

westward of the Krishna light, which the nautical members condemned as an unsafe one. Then, again, when he found he was in shallow water and in great danger, he admitted that he turned the ship about more than once, feeling for deeper water, and actually steered towards the land without studying compass or chart.]

39. The British Indian brig FUTTEH AHMAN [of Chittagong, 226 tons register, official number not reported], from Chittagong to Naraingunge with a cargo of damaged jute, capsized during a heavy gale of wind at Naksinpoor (Chandpoor river, Sunderbuns) on the afternoon of the 22nd September. Total loss; value of vessel unknown; of cargo Rs. 500. Crew 14 men. No loss of life.

40. The British iron ship MELPOMENE [of Liverpool, 1,439 tons register, official number 63152, age 11 years, classed A. I. at Lloyd's], from Liverpool to Rangoon with a cargo of 1,884 tons salt. The vessel left Liverpool on the 27th June and crossed the equator on the 19th September in longitude 88° E. At 6 A.M. on the 23rd September she sighted Little Andaman Island and took cross bearings, and found that the north end of the island bore N. W. and the south end W. S. W., distant about 15 miles. The master then steered a course N. E. ½ E. (magnetic), which would, he considered, have enabled the ship to pass well to the southward of the Invisible bank. The deviation of the standard compass upon this course was 5° E. Observations were taken by the master and chief officer at noon of that day, and the position of the vessel was reported as being in latitude 11° 1′N., and longitude 93°38′ E. The master stated that a careful look-out was kept for the Flat rock, but there was no sign of it anywhere, and at 1 P.M. in fine weather she struck a sunken rock. The rock perforated the ship's side, leaving a large hole through which the water rushed with considerable force. The pumps were attended to and efforts were made to cover the hole with a sail so as to get some planks into position on the inside, but the pressure of the water on the outside burst in the sail. The pumps were kept continually at work, but the water was gaining so fast that there was six feet in the well. The boats were now launched, but the port lifeboat capsized in consequence of the heavy rolling of the sea and was lost. The master, finding that the water in the hold was up to the 'tween decks, and that she was evidently sinking fast, abandoned her at 6 P.M., and about an hour afterwards she went down. Total loss; value unknown.

The crew, 26 men, were picked up on the 27th September, when about 10 miles west of the Western Torres Island, Mergui Archipelago, by the S. S. *Kilwa*, and landed at Maulmain.

[A Court of Enquiry was held at the Deputy Commissioner's Court, Rangoon, on the 8th October under the provisions of the Indian Merchant Shipping Act, 1875, to investigate the circumstances relative to the loss of the above ship. Mr. Mack (Deputy Port Officer) stated that no charge was preferred by the Marine Department against the master or any of the officers, and that he had no evidence except that of the master's and the men of the ship. The Court having heard all the evidence forthcoming in this case, was of opinion that there was no occasion to proceed under section 9 of Act IV of 1875; that the master of the *Melpomene* showed no want of care or caution, and the Marine Department did not even imply that he was in error. The Court remarked that "everything, as far as at present known, points to the *Melpomene* having struck against a rock which is not on the chart."]

41. The German iron screw steamer ASIA [of Hamburg, 1,004 tons register, official number 1321, a new vessel, classed at Lloyd's], from China and Singapore to New York with a full cargo of tea, stranded on the north-east point of Sokotra Island, at 8 P.M. of the 28th September. Total loss of vessel; value unknown; of the cargo about 4,500 chests of tea were salved by the Dutch steamer *Prins Hendrick* and taken to Batavia, and some 6,000 chests of tea salved by S. S. *Horseguard* despatched by Underwriters from Aden. No loss of life. The crew were all landed at Point de Galle by the Dutch gunboat *Madura*.

42. The British Indian muchwa ESHWANTI [of Jaitapur, 4¼ tons register, official number 2838, age about 25 years], from Jaitapur to Bandora with a cargo of bamboos, ghee, and grocery, capsized at 1 P.M. on the 27th October when off Purangarh, south of Ratnagiri, Bombay Coast. Casualty caused by

a sudden gust of wind. Total loss; value of muchwa about Rs. 125; of cargo Rs. 91. No loss of life.

43. The British Indian craft KHUDABUX [of Jaygad, 239¼ tons register, official number 8583, class not stated, age 21 years], from Kumbáru (Hubshi territory) to Bombay with a cargo of jungly wood and bamboos. At 8 P.M. on the 21st November, when off Kumbáru, Bombay coast, her sailyard broke in consequence of strong head wind, and the vessel afterwards filled and sank. Total loss; value of craft about Rs. 15,000; of cargo Rs.6,821. Crew, 27 men, all came ashore in a toney belonging to the vessel.

44. The British Indian brig CADER BUX [of Negapatam, 83 tons register, no official number or class, age 40 years]. On the morning of the 21st November, whilst lying at anchor in the Negapatam roadstead, the vessel parted her cables during a hurricane and drifted on to the beach, a quarter of a mile south of river entrance, Negapatam (Coromandel coast). Total loss; value of vessel Rs. 3,000. No cargo on board. Crew 9 men; one boy lost.

45. The British Indian brig CADER BUX [of Negapatam, 116½ tons, not registered, age 30 years], on the morning of the 21st November, whilst lying at anchor in Negapatam roadstead, parted both cables and drifted ashore about 4 miles south of Negapatam (Coromandel coast). Total loss; value of vessel Rs. 4,000. No cargo on board. Crew 11 men; two boys lost.

46. The British Indian wooden barque ST. MICHAEL [of Rangoon, 298¾ tons register, official number 69545, age 25 years]. This was an old dismantled vessel, and lying at anchor in Negapatam roads, awaiting an opportunity to be brought into the river to be broken up. During a hurricane on the 21st of November, she dragged on shore about 100 yards south of the river entrance, and was subsequently broken up. Total loss; vessel Rs. 5,000. There was no crew on board; but the two men who were in charge of the vessel saved themselves by swimming ashore.

47. The Native ganja FATHAY KAREEM [of Cutch, 96 tons register, official number unknown, age about 9 years], from Calcutta to Maldivh Islands with a cargo of 80 tons rice and tobacco. On the 21st of November at about 2 P.M. she experienced a gale when steering in 25 fathoms; the sea washed over her deck, and the water ran into the hold by the sides of the cabin, which were uncaulked. All efforts to save the vessel were ineffectual; and as she was sinking, she was allowed to drift ashore a little below the southern boundary pillar at Port Novo, Coromandel coast. Total loss; value of vessel Rs. 8,000; cargo value unknown. Crew 10 men. No loss of life.

48. The British Indian pattimar YESHWANTY [of Jaitapur, 20 tons register, official number 4435, age unknown, not classed], from Cochin to Bombay with a general cargo. It appears that on the night of the 30th November she was bound to Bombay, and with an east wind should have been on the starboard tack if steering to the northward, and not port tack. When off Ponány (Malabar coast) the S. S. *Africa* struck the pattimar on her port bow, and the latter foundered. Total loss; value of pattimar about Rs. 2,000; of cargo Rs. 2,000. Crew, 7 men and 2 passengers, were saved in the steamer. [This wreck was supposed to have been caused by all hands, the look-out man included, being asleep on board the pattimar, and by not exhibiting lights.]

49. The Cingalese dhoney POORVANTE MARIA JOSEPH ST. ANA [of Colombo, 53 tons register, official number 31122, age 2 years, not classed], from Negapatam to Bernwala with a cargo of 774 bags of rice, foundered about the 15th December, about ten miles from Manár (Gulf of Manár). Total loss; cause unknown. It is supposed that the whole of the crew (15 men) were lost.

50. The Cingalese dhoney STAR [of Point de Galle, 33 tons register, official number 31313, age 2 years], from Merripana Galle (Southern Ceylon) to Colombo with a cargo of coral stones, foundered on the night of the 20th December when about five miles south of Colombo. Wreck caused by the breaking of the out-rigger. Value of dhoney £75; of cargo £25. Crew, 11 men, saved in the vessel's boat.

TABULAR STATEMENT OF THE CASUALTIES,

ARRANGED IN THE ORDER IN WHICH THEY OCCURRED.

CASUALTIES REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.
1	*Loch Ranza* ...	1,075	Britsih ship ...	3rd January ...	Bombay ...	Calcutta ...
2	*Mandalay* ...	1,242	British screw steamer ...	5th ditto ...	Rangoon ...	Malta ...
3	*Saint Louis* ...	593	French barque ...	6th ditto ...	Bordeaux and Réunion ...	Chittagong ...
4	*Fleetwood* ...	630	British ship ...	7th ditto ...	Madras ...	Chittagong *vid* Sandheads
5	*Raghunath* ...	41¼	British Indian padow ...	10th ditto ...	Calicut ...	Bankot ...
6	*Souverain* ...	665	French barque ...	15th ditto ...	Bourbon ...	Cocanada ...
7	*Larkan* ...	250	Swedish schooner ...	16th ditto ...	Calcutta ...	Port Elizabeth ...
8	*Bay of Naples* ...	1,621	British ship ...	22nd ditto ...	Liverpool ...	Rangoon ...
9	*Afton* ...	848	British barque ...	24th ditto ...	Madras ...	Cocanada and London ...
10	*Lastingham* ...	1,143	British ship ...	26th ditto ...	Ditto ...	Dundee ...
11	*Kaisar-i-Hind* ...	2,560	British screw steamer ...	30th ditto ...	ina ...	Bombay ...
12	*Helios* ...	1,487	Ditto ...	2nd February	Cardiff ...	Rangoon ...

DURING THE YEAR 1880.

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Salt; value not given	On the Sangeral sand ...	Hooghly river...	Grounding. Unavoidable ...	None lost ...	None lost.
1,900 tons general; value unknown.	On the bank about a quarter of a mile North of Mojsh Khallee, Kurnafuli river.	Chittagong coast	Ditto. Ditto ...	Ditto ...	Ditto.
300 tons stones ballast.	On the Khatta Khallee flat, Kurnafuli river.	Ditto ...	Ditto. Carelessness of pilot	Ditto ...	
375 tons ballast ...	One mile South of Eastern Channel light-ship.	Sandheads ..	Collision with the ship *General Dontville*. Unavoidable.	Ditto ...	
Copra, cocoanuts, &c.; value not reported.	12 miles to the West of Puranghur and about 15 miles S.W. of Ratnagiri.	Bombay coast ..	Capsized. Carelessness of master	Ditto ...	Damaged to the value of Rs. 2,500.
In ballast ...	On the mud flat about 1½ miles North of point Gordeware.	Madras coast ...	Grounding. Carelessness of master.	Ditto ...	...
Rice; value not given.	On the Budge-Budge sand ...	Hooghly river...	Grounding. Unavoidable ...	Ditto ...	None lost.
2,000 tons salt; value not reported.	On a ridge of shoal water extending from the shore a little below Chokey Point, Rangoon river.	Burma coast ...	Ditto. Ditto ...	Ditto ...	Ditto.
In ballast ...	A little to the North of Point Gordeware, in latitude 16° 54′ N. and longitude 82° 20′ 30″ E.	Madras coast ...	Ditto. Carelessness of master.	Ditto ...	...
6,000 bales of jute; value Rs 1,56,000.	Below the black buoy off Moish Khallee, Kurnafuli river.	Chittagong coast.	Grounding. Unavoidable ...	Ditto ...	None lost.
General; value not reported.	15 miles off the coast, Rajapur light bearing N.E.	Bombay coast...	Collision with a fishing boat. Unavoidable.	Ditto ...	Ditto.
In ballast ...	In Aden Harbour ...	South coast of Arabia.	Damage to engines. Unavoidable	Ditto ...	...

CASUALTIES REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.
13	*Commilla* ...	892	British screw steamer ...	3rd February	Akyab ...	Calcutta ...
14	*Foolkel Khaire* ...	289	Turkish ship ...	3rd ditto ...	Whilst being moved from one place to another to be	
15	*Sir John Lawrence* ...	486·98	British screw steamer ...	4th ditto ...	Calcutta ...	Orissa and Chandbáli ...
16	*Shah Jehan* ...	1,037	Ditto	6th ditto ...	Ditto ...	Bombay ...
17	*Saint Louis* ...	593	French barque ...	6th ditto ...	Chittagong ...	Réunion and Mauritius ...
18	*Eshwanti* ...	5	British Indian padow ...	6th ditto ...	Cumta ...	Goa ...
19	*City of Baltimore* ...	1,508$\frac{18}{100}$	British screw steamer ...	8th ditto ...	Liverpool ...	Bombay *vid* Suez Canal ...
20	*Jan Alam* ...	258	British Indian brig ...	8th ditto ...	Cochin ...	Akyab ...
21	*Euxine* ...	977	British screw steamer ...	9th ditto ...	Aden ...	Bombay ...
22	*Sagof* ...	763	British ship ...	11th ditto ...	Calcutta ...	Jiddah ...
23	*Mahratta* ...	505	British screw steamer ...	12th ditto ...		Whilst undergoing re
24	*Deva* ...	761	British ship ...	14th ditto ...	Liverpool ...	Calcutta ...

DURING THE YEAR 1880—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value not stated.	On the tail of the College sand, Garden Reach.	Hooghly river ..	Grounding. Unavoidable ...	None lost ...	None lost.
broken up ...	On the lower part of Ghoosery sand within the Calcutta port limits.	Ditto ...	Ditto. Ditto ...	Ditto ...	
Not reported ...	On the bank at Jar Maker's Reach ...	Ditto ...	Ditto. Fog ...	Ditto ...	None lost.
1,900 tons general; value not given.	About 1¼ miles off shore in Kumbáru Bay, Kumbáru Point bearing N. 55° E., and Rajpuri Point N. 17° E.	Bombay coast...	Stranding. Carelessness of master	Ditto ...	200 bags rice lost, value not known.
20,598 maunds rice, valued at Rs. 61,800.	Between the outer bar buoys entrance to Kurnafuli river.	Chittagong coast	Grounding. Unavoidable ...	Ditto ...	None lost.
Tamarinds, gram, &c.; value not known.	On the beach off Cumta Harbour ...	Bombay coast..	Grounding. Carelessness of master.	One lost ...	Rs. 50 worth was lost.
3,000 tons general; value not stated.	On the flagstaff shoal in Bombay Harbour	Ditto ...	Grounding. Carelessness of pilot	None lost ...	None lost.
In sand ballast ...	In latitude 7° 49′ N., and longitude 76° 40′ E., about W.S.W. of Cape Comorin.	Malabar coast...	Loss of masts, &c. Ship badly built.	Ditto ...	
Water ballast tanks	About 2½ miles from the Aden light-ship.	South coast of Arabia.	Damage to engines. Unavoidable	Ditto ...	
Rice; value not given.	At Garden Reach ...	Hooghly river ..	Collision with ship *City of Calcutta*. Cause unavoidable.	Ditto ...	
pairs ...	Off the Howrah dockhead in the port of Calcutta.	Ditto ...	Grounding. Unavoidable ...	Ditto ...	
Salt; value not stated.	Off Camberbatches Point, near Garden Reach.	Ditto ...	Ditto. Ditto ...	Ditto ...	None lost.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.
25	*Lalla Rookh* ...	2,277	British ship ...	15th February	Calcutta ...	Malabar coast and Jiddah
26	*Pechili* ...	881	British screw steamer ...	16th ditto ...	Cardiff ...	Shanghai *vid* Suez Canal...
27	*Luxmiprasad* ...	51	British Indian craft ...	18th ditto ...	Kolumb (or Koolum) ...	Malwan ...
28	*Ananda* ...	222	British screw steamer ...	18th ditto ...	Rangoon ...	Tavoy ...
29	*Raglan Castle* ...	1,050	British ship ...	18th ditto ...	Point de Galle ...	Bassein ...
30	*M. & E. Cox* ...	1,180	Ditto ...	21st ditto ...	Rio de Janeiro ...	Rangoon ...
31	*Slieve Donard* ...	1,498	Ditto ...	21st ditto ...	Shields ...	Ditto ...
32	*Sherborne* ...	1,055	British screw steamer ...	22nd ditto ...	Calcutta ...	Marseilles ...
33	*Kirkdale* ...	760	British barque ...	23rd ditto ...	Liverpool ...	Point de Galle ...
34	*British Peer* ...	1,428	British ship ...	24th ditto ...	Rangoon ...	Dundee ...
35	*River Indus* ...	1,044	Ditto ...	24th ditto ...	Chittagong ...	Mauritius ...
36	*Munsoory* ...	$309\frac{13}{100}$	Arabian bugla ...	25th ditto ...	Alleppey ...	Basrah ...

DURING THE YEAR 1880—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General; value not given.	On the Moyapore bar ...	Hooghly river...	Grounding. Carelessness of pilot	None lost ...	None lost.
Coals; value not reported.	In latitude 17° 22′ N., and longitude 40° 15′ E.	Red Sea ...	Damage to engines. Unknown...	Ditto ...	Ditto.
160 maunds salt; value not stated.	At Kolumb Creek about 7 miles South of of Deoghur.	Bombay coast...	Capsized. Unavoidable ...	Ditto ...	Rs. 360 worth was lost.
Rice; value not reported.	On the bank at the lower end of the King of Burma's wharf, Rangoon river.	Burma coast ...	Grounding. Ditto ...	Ditto ...	None lost.
In ballast ...	Abreast of Bassein town ...	Ditto ...	Collision with the barque *Germania*. Caused by the carelessness of pilot.	Ditto ...	Ditto.
Ditto ...	In latitude 15° 24′ N., and longitude 95° 50′ E., Gulf of Martaban.	Ditto ...	Collision with the ship *Cassiope*. Caused by the carelessness of the master of the *M. & E. Cox*.	Ditto ...	...
Coals; value not reported.	Opposite the Master Attendant's house in Rangoon river.	Ditto ...	Collision with the river steamer *Okpho*. Caused by the carelessness of pilot.	Ditto ...	None lost.
Cotton and seeds; value not stated.	About 1½ miles northward of the pilot brig *Chinsura*.	Sandheads ...	Collision with the pilot brig *Chinsura*. Unavoidable.	Ditto ...	Ditto.
31,998 maunds rice; value Rs. 95,994.	On the bank off Moish Khallee, Kurnafuli river.	Chittagong coast	Grounding. Unavoidable ...	Ditto ...	Ditto.
1,200 tons jute; valued at Rs. 1,80,000.	On the eastern bank off Moish Khallee, Kurnafuli river.	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
42,000 maunds rice; valued at Rs. 1,26,000.	On the bank off Goshaldanga, Kurnafuli river.	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
Rice, planks, and tamarinds; value not reported.	On a rocky patch about one mile to the North of Coote Reef buoy, Calicut.	Malabar coast...	Ditto. Ditto ...	Ditto ...	About Rs. 500 worth was lost.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.
37	*Hooghly* ...	460	French barque ...	25th February	Chittagong ...	Mauritius ...
38	*Carlisle* ...	1,100	British barque ...	25th ditto ...	Liverpool ...	Chittagong ...
39	*Kepler* ...	1,205	British screw steamer ...	26th ditto ...	Rangoon ...	Malta ...
40	*James Bolt* ...	698	British barque ...	29th ditto ...	Padang ...	Chittagong *vid* False Point
41	*Newton* ...	935	Ditto ...	2nd March ...	Maulmain ...	Bombay ...
42	*Batavia* ...	1,627	British screw steamer ...	4th ditto ...	Liverpool ...	Ditto ...
43	*Maude* ...	1,077	British barque ...	5th ditto ...	Point de Galle ...	Chittagong ...
44	*Peer of the Realm* ...	1,182	British screw steamer ...	10th ditto ...	Aden ...	Rangoon ...
45	*Rollo* ..	902	British ship ...	11th ditto ...	Melbourne ...	Calcutta ...
46	*Patrie* ...	551	French barque ...	22nd ditto ...	Pondicherry ...	Ditto ...
47	*Shah Jehan* ...	1,036	British screw steamer ...	23rd ditto ...	Bombay ...	Ditto ...
48	*Chinsura* ...	1,320	Ditto ...	25th ditto ...	Calcutta ...	Bombay ...

DURING THE YEAR 1880—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
17,254 maunds rice; value Rs. 43,135.	Near Messrs. Determes & Co.'s rice mill in Kurnafuli river.	Chittagong Coast.	Grounding. Unavoidable ...	None lost ...	None unlost.
1491 tons salt, value Rs. 33,000.	On the bank off the tripod on the Jooldea side, Kurnafuli river.	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
2,310 tons rice; value unknown.	Off Aden Harbour	South coast of Arabia ...	Damage to engines. Unknown...	Ditto ...	Ditto.
In ballast ...	On the mud flat at Khatta Khallee, Kurnafuli river.	Chittagong coast.	Grounding. Unavoidable ...	Ditto ...	.....
Teak timber; value not reported.	In the new channel, Salween river (Maulmain).	Burma coast ...	Grounding. Carelessness of the pilot.	Ditto ...	None lost.
General value not given.	On the N. E. part of Perim Island ...	Red Sea ...	Grounding. Unavoidable ...	Ditto ...	About 80 tons of fire bricks lost; value £80.
In ballast ...	On the Goopta Khallee crossing, Kurnafuli river.	Chittagong coast.	Ditto. Ditto ...	Ditto ...	.....
550 tons water ballast.	On the Eastern Grove flats, light-house bearing N. W. ½ N., distant 4 miles, Rangoon river.	Burma coast ...	Grounding. Carelessness of master.	Ditto ...	.....
In sand ballast and 130 tons of copper; value not reported.	Just below Melancholy Point ...	Hooghly river...	Damage to hull. Unavoidable ...	Ditto ...	None lost.
In ballast ...	On the flat on the northern bank at Garden Reach.	Ditto ...	Grounding. Unavoidable ...	Ditto ...	.....
Not known ...	Off No. 1 moorings in the port of Calcutta	Ditto ...	Collision with the S. S. *Kilwa*. Cause not known.	Ditto ...	None lost.
1,900 tons general; value not stated,	On the S. E. side of Dowdeswell Island, Hookeytollah bearing N.N.W., distant about 1¾ miles, and False Point light-house S. W. ¼ W., distant 4 miles.	Orissa coast ...	Stranding. Pilots Ridge light-vessel being out of position.	Ditto ...	Ditto.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.
49	*Abyssinia* ...	713	British screw steamer ...	25th March ...	Aden ...	Zanzibar and S. E. African ports.
50	*Maude* ...	1,077	British barque ...	29th ditto ...	Chittagong ...	Mauritius ...
51	*Friends* ...	289	British brig ...	29th ditto ...	Ditto ...	Ditto ...
52	*Aphrodita* ...	1,627	British ship ...	30th ditto ...	London ...	Calcutta ...
53	*Emulous* ...	286	British Indian brig ...	30th ditto ...	Akyab ...	Cochin ...
54	*Montgomeryshire* ...	1,400	British ship ...	31st ditto ...	Rangoon ...	The Channel ...
55	*Jeanie Landles* ...	1,357	Ditto ...	9th April ...	Calcutta ...	New York ...
56	*Knight Companion* ...	1,470	Ditto ...	9th ditto ...	Ditto ...	London ...
57	*Duncairn* ...	1,303	Ditto ...	9th ditto ...	Maulmain ...	Bombay ...
58	*Armenia* ...	326	British barque ...	10th ditto ...	Ditto ...	Mauritius ...
59	*Sadasio* ...	4¼	British Indian muchwa ...	16th ditto ...	Kilsee (a little south of Bankot).	Bombay ...
60	*Ruparel* ...	6¼	British Indian padow ...	18th ditto ...	Kair ...	Bhaunagar ...

DURING THE YEAR 1880—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
900 tons general; value unknown.	About 100 miles from Aden, in latitude 12° 34' N., and longitude 46° 30' E.	Gulf of Aden ...	Fire. Spontaneous combustion...	None lost ...	2,755 packages damaged; value not known.
21,999 bags of rice; value Rs. 1,31,994.	At Goopta Khallee crossing. Kurnafuli river.	Chittagong coast.	Collision with the barque *Connaught*. Unavoidable.	Ditto ...	None lost.
11,800 maunds rice; value Rs. 35,400.	Between the upper two red bar buoys at the entrance to Kurnafuli river.	Ditto ...	Grounding. Unavoidable ...	Ditto ...	Ditto.
General; value not reported.	On the mud flat off Hooghly Point ...	Hooghly river	Ditto. Ditto ...	Ditto ...	Ditto.
Paddy and rice; value not stated.	In Cochin river, between the southern bank and first tier of vessels.	Malabar coast...	Collision with the brig *Futtehul Mannan Robia*. Cause unavoidable.	Ditto ...	Ditto.
Rice; value unknown.	Near the spit buoy at the entrance to the Rangoon river.	Burma coast ...	Grounding. Unavoidable ...	Ditto ...	Ditto.
General; value not given.	On the edge of the Sangeral sand ...	Hooghly river	Ditto. Ditto ...	One lost ...	Ditto.
General value; not reported.	Off Melancholy Point	Ditto ...	Fouling a boat. Unavoidable ...	None lost ...	Ditto.
Teak timber; value not reported.	On a bank off Scpoy wharf, Salween river	Burma coast ...	Grounding. Unavoidable ...	Ditto ...	Ditto.
Teak timber; value not stated.	On the rocks off Green Island, entrance to Salween river.	Ditto ...	Grounding. Carelessness of master.	Ditto ...	Ditto.
Wood; value not reported.	On a sand bank off Kilsee (South of Bankot).	Bombay coast...	Stranding. Stress of weather ...	Ditto ...	Totally lost.
Cotton seeds; value Rs. 318.	On the Malpore Shoal, south of Mál bank.	Gulf of Cambay	Grounding. Carelessness of master.	Ditto ...	Ditto.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.
61	*Ethiopia*	1,314	British screw steamer ...	21st April	Calcutta ...	Bombay ...
62	*Balgownie*	324	British barque ...	22nd ditto ...	Cochin ...	Tellicherry ...
63	*British Empire* ...	483	Ditto ...	22nd ditto ...	Rangoon ...	Rio de Janeiro ...
64	*Italia*	1,452	British screw steamer ...	30th ditto ...	Kurrachee ...	Bombay ...
65	*Patterdale*	885 $\frac{16}{100}$	British steamer ...	1st May ...	Tyne and Malta ...	Ditto ...
66	*May Frere*	864	British paddle steamer ...	3rd ditto. ...	Whilst going round Bombay Harbour on an annual houses, beacons, &c.	
67	Unknown	not known	British Indian craft ...	4th ditto ...	Naraingunge ...	Sundeep ...
68	Ditto	11	Ditto ...	11th ditto ...	Dowlut Khan in Dukhin Shabazpore.	Kalapanea ...
69	*Daria Dowlut* ...	39	British Indian padow ...	11th ditto ...	Bombay ...	Tankaria (Gulf of Cambay)
70	*Lakshmi*	6$\frac{4}{4}$	British Indian muchwa ...	12th ditto ...	Kilsee (south of Bankot)...	Bombay ...
71	*Purulia*	993	British screw steamer ...	13th ditto ...	Rangoon ...	Maulmain and Singapore
72	*Rosa Bonheur* ...	1,391	British ship ...	13th ditto ...	Maulmain ...	United Kingdom ...

DURING THE YEAR 1880—*continued.*

Cargo and its total value.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Not reported ...	Near the Araal Wreck Buoy at Garden Reach.	Hooghly river	Fouling a boat. Unavoidable	None lost ...	None lost.
General, value; not stated.	Abreast of the southern bar buoy, Cochin river.	Malabar coast	Grounding. Ditto ...	Ditto ...	Ditto.
693 tons rice; value not given.	Off Dunneedaw, Rangoon river ...	Burma coast	Fire. Unavoidable ...	Ditto ...	Two-thirds was destroyed; value not reported.
General; value not stated.	About 60 miles from Kurrachee ...	Sindh coast ...	Damage to engines. Cause unknown.	Ditto ...	None lost.
Coals; value not given.	At anchor in Bombay Harbour ...	Bombay coast	Fire. Cause unknown ...	Ditto ...	510 bales of cotton damaged; value not reported.
nspection of light-	On the east side of the shoal patch, about 3 cables' length to the eastward of Kundari Island.	Ditto ...	Grounding. Carelessness of pilot	Ditto ...	.....
50 maunds tobacco; value Rs. 600.	At the mouth of Noa Allum Khal, Hattyah.	Sunderbuns ...	Grounding. Stress of weather	Ditto ...	Rs. 300 worth lost.
Salt, kerosine oil, tobacco, &c.; value not stated.	Near Kallee or Dona in chur Shooshila, Hattyah.	Ditto ...	Ditto. Ditto ...	Ditto ...	Rs. 514 worth lost.
49 tons coals; value not given.	At Umrath near Nosári ...	Gulf of Cambay	Stranding. Ditto ...	Ditto ...	Rs. 855 worth lost.
Mangoes, plantains, &c.; value not stated.	On rocks lying to the north of Kilsee Bunder.	Bombay coast	Grounding. Ditto ...	One lost ...	Partially lost; value unknown.
Rice; value unknown	In Lady Clifford Channel, Salween river (Maulmain).	Burma coast ...	Ditto. Carelessness of pilot	None lost ...	None lost.
Teak, timber; value not reported.	Below Natmoo Point in Maulmain river	Ditto ..	Ditto. Unavoidable ...	Ditto ...	Ditto.

CASUALTIES REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.
73	*British Duke* ...	1,420	British ship	24th May ...	North Shields ...	Calcutta ...
74	*Eugenie*	697	German ship ...	25th ditto ...	Whilst proceeding up to her loading	
75	*Larnaca*	1,436	British ship	26th ditto ...	Calcutta ...	New York ...
76	*Parianayakey* ...	164	British Indian brig ...	30th ditto ...	Negapatam ...	Colombo ...
77	*Deekoo*	488	British flat	3rd June ...	Debrughur ...	Calcutta ...
78	*Hospodar*	1,548	British ship ...	5th ditto ...	Calcutta ...	Amsterdam ...
79	*Corsica*	1,086	British screw steamer ...	7th ditto ...	Bombay ...	Marseilles ...
80	*Colonel Fytche* ...	407	British barque ...	17th ditto ...	Rangoon ...	Kurrachee ...
81	*Président Troplong* ...	348	French screw steamer ...	25th ditto ...	Marseilles ...	Nossi Beh (North coast of Madagascar.)
82	*Meinam*	1,380	French screw steamer ...	26th ditto ...	Calcutta ...	Point de Galle ...
83	*Osprey*	269	British barque ...	27th ditto ...	Calcutta ...	Bourbon ...
84	*Stanmore*	1,269 $\frac{40}{100}$	British steamer ...	27th ditto ...	Akyab ...	Malta ...

DURING THE YEAR 1880—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Coals; value not given.	On the north point at the mouth of the Huldea river.	Hooghly river	Grounding. Unavoidable ...	None lost ...	None lost.
berth ...	On the bank above Fisherman's Creek, Akyab.	Burma coast ..	Grounding. Carelessness of pilot	Ditto ...	.....
General; value not not reported.	On the mud flat, three-quarters of a mile below Hog river obelisk.	Hooghly river	Grounding. Unavoidable ...	Ditto ...	None lost.
Grain and oilcakes; value not stated.	Near Olathodovai	Gulf of Manár	Loss of masts, &c. Stress of weather.	Ditto ...	£300 worth was thrown overboard.
Tea and jute; value not given.	Near Kantyebariah Point	Hooghly river	Grounding. Unavoidable ...	Ditto ...	None lost.
Linseed and wheat; value not reported.	On the flat just below Fisherman's Point	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
General; value unknown.	20 miles south of Rás Farták. ...	South coast of Arabia.	Damage to engines. Unavoidable	Ditto ...	Ditto.
450 loads of teak timber; value not given.	About S. S. E. of the Krishna Shoal light-vessel in latitude 14° 30′ N., and longitude 96°.0′. E., Gulf of Martaban.	Burma coast ...	Damage to sails, &c. Stress of weather.	Ditto ..	Ditto.
General; value unknown.	Rás Ali Besh Quail, midway between Rás Hafún and Cape Guardafui.	N.E. coast of Africa.	Stranding. Currents and haze...	Ditto ..	Ditto.
General; value not stated.	On the Fulta sand	Hooghly river	Grounding. Unavoidable ...	Ditto ...	Ditto.
400 tons general; value not given.	S. E. of Cheduba Island in latitude 18° 16′ N., and longitude 94° 9′ E.	Burma coast ...	Loss of masts, spars, &c. Stress of weather.	Ditto ...	Rs. 5,000 worth of wheat damaged.
Rice; value unknown	In latitude 11° N., and longitude 60° E.	Arabian Sea ...	Damage to hull. Stress of weather	Ditto ...	Partially lost; value unknown.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.
85	*Caudasawmy Poravy* ...	107	Cingalese (British) brig...	28th June ...	Colombo ...	Negapatam ...
86	*Venetia* ...	1,728	British screw steamer ...	29th ditto ...	Suez ...	Bombay ...
87	*Tursena* ...	$816\frac{44}{100}$	Turkish barque ...	2nd July ...	Maskat ...	Calcutta ...
88	*Columbian* ...	1,404	British screw steamer ...	6th ditto ...	Bombay ...	Jiddah ...
89	*County of Caithness* ...	1,646	British ship	14th ditto ...	Calcutta ...	London ...
90	*Norman Macleod* ...	834	British barque ...	17th ditto ...	Liverpool ...	Chittagong ...
91	*Taitsing* ...	816	Ditto ...	18th ditto ...	Bombay ...	Maulmain ...
92	*Mahratta* ...	504	British screw steamer ...	18th ditto ...	Chittagong ...	Calcutta ...
93	*Arago* ..	1,061	Ditto ...	19th ditto ...	Bombay ...	Dunkirk ...
94	*Blair Athole* ...	1,697	British ship ...	21st ditto ...	Leith ...	Rangoon ...
95	*British Sovereign* ..	1,294	British barque ...	27th ditto ...	Liverpool ...	Chittagong ...
96	*Duke of Devonshire* ...	1,967	British screw steamer ...	29th ditto ...	Calcutta ...	London ..

DURING THE YEAR 1880—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
In sand ballast ...	In the Negapatam roadstead ...	Coromandel Coast	Collision with the brig *Mahomed Bux*. Unavoidable.	None lost ...	.....
General; value not reported.	On the north extreme of Jebel Zukur Island, about 1¼ miles west of High Island.	Red Sea ...	Grounding. Currents and haze ..	Ditto ...	150 tons coal thrown overboard; value not known.
General; value not given.	Off Rás-al-Hadd, in latitude 23° 16' N., and longitude 60° 55' E.	North-east coast of Arabia.	Loss of masts, &c. Stress of weather.	Ditto ...	None lost.
Salt; value unknown	On the reef to the southward of the channel to the entrance or inner gateway, Jiddah Harbour.	Red Sea ...	Grounding. Unavoidable ...	Ditto ...	Ditto.
General; value not reported.	On the spit off Jellingham sand ...	Hooghly river	Grounding. Unavoidable.	Ditto ...	Ditto.
1,250 tons salt; value not stated.	On a sand bank off Halishore beach, about 5 miles to the north of Kurnafuli river.	Chittagong coast	Stranding. Carelessness of master.	Ditto ...	Cargo worth Rs. 5,000 was lost.
In ballast ...	In Bombay Harbour ...	Bombay coast	Collision with the Indian Government hulk *Semiramis*. Carelessness of pilot.	Ditto ...	.....
200 tons general ...	On a sand bank N. W. by N., distant 4 miles from Patunga Point.	Chittagong coast	Grounding. Unavoidable ...	Ditto ...	None lost.
Linseed; value not reported.	In Aden inner harbour ...	Gulf of Aden ...	Damage to engines. Unknown...	Ditto ...	Ditto.
2,400 tons coals; value not stated.	About one cable below Cases buoy, Rangoon river.	Burma coast ...	Grounding. Carelessness of pilot	Ditto ...	Ditto.
1,800 tons salt; value not given.	On the bank above Doma khallee in the Kurnafuli river.	Chittagong coast	Ditto. Unavoidable ...	Ditto ..	Ditto.
General; value not given.	In the Jellingham Channel ...	Hooghly river	Ditto. Ditto ...	Ditto ...	Ditto.

CASUALTIES REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.
97	*Rembrandt* ...	1,414	American ship ...	31st July ...	New York ...	Calcutta ...
98	*Kilwa* ...	993	British screw steamer ..	1st August ...	Rangoon ...	Maulmain ...
99	*Plassey* ...	1,683	British ship ...	8th ditto ..	London ...	Calcutta ...
100	*Jeddah* ...	993	British screw steamer ...	8th ditto ...	Singapore and Penang ...	Jiddah ...
101	*Gannet* ...	1,187	Ditto ...	12th ditto ...	Calcutta ...	Colombo and London ...
102	*Cape Verde* ...	1,711	British ship ...	12th ditto ...	Ditto ...	London ...
103	*Pharo* ...	615	French barque ...	13th ditto ...	Ditto ...	Bourbon ...
104	*Golden Fleece* ...	1,287	British ship ...	14th ditto ...	Liverpool ...	Calcutta ..
105	*Castlemaine* ...	1,361	Ditto ...	17th ditto ...	Mauritius ...	Rangoon ...
106	*Fearnought* ...	1,292	Ditto ...	18th ditto ...	Rangoon ...	The Channel ...
107	*Ellen Bates* ...	1,015	British barque ...	21st and 23rd August ...	Liverpool ...	Chittagong ...
108	*Diolibah* ...	1,092 $\frac{25}{95}$	French steamer ...	22nd August ...	Glasgow ...	Bombay ...

DURING THE YEAR 1880—*continued.*

Cargo and its total value.	Position of casualty, and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Kerosine oil; value not reported.	On the edge of the flat below Fisherman's Point.	Hooghly river	Grounding. Unavoidable ...	None lost ...	None lost.
610 tons general; value not stated.	On the west side of Bheeloo-gywon sand entrance to Maulmain river.	Burma coast ...	Stranding. Ditto ...	Ditto ...	Ditto.
Not reported ...	At No. 5 Esplanade Moorings ...	Hooghly river	Fire. Spontaneous combus ton	Ditto ...	.....
800 tons general; value not given.	In latitude 11° 55′ N., and longitude 51° 55′ E., off Cape Guardafui.	N. E. coast of Africa.	Wilfully abandoned. Fear ...	Eleven lost ...	Damage to cargo; value Rs. 307.
General; value not stated.	A little to the northward of the fairway track at Moyapore.	Hooghly river	Grounding. Unavoidable ...	One lost ...	None lost.
2,436 tons rice, whe and seeds; value not known.	At Garden Reach moorings ...	Ditto ...	Sprung a leak. Fouling buoy ...	Two lost ...	982 tons destroyed; value not reported.
Rice; value not reported.	In the Jellingham channel below Mud Point.	Ditto ...	Grounding. Unavoidable ...	None lost ...	None lost.
Salt; value not given.	At Budge-Budge Reach ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
In ballast ...	At Monkey Point in Rangoon river ...	Burma coast ...	Collision with a cargo boat. Unavoidable.	Ditto ...	...
1,802 tons rice; value not known.	When 17 miles S. E. ½ S. of the China Bakeer light, Gulf of Martaban.	Ditto ...	Sprung a leak. Stress of weather	Ditto ...	None lost.
1,272 tons salt; value not given.	In five fathoms, Chittagong entrance lights bearing E. by N.; and again when abreast of Doma Khallee, Kurnafuli river.	Chittagong coast. ...	Grounding. Unavoidable ...	Ditto. ...	Ditto.
Coals; value not stated.	On False Rás Gharib, Gulf of Suez ...	Red Sea ...	Ditto. Cause unknown ...	Ditto. ...	Ditto.

CASUALTIES REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.
109	*Star of the Sea* ...	1,437	British ship ...	27th August ...	Calcutta ...	London ... ...
110	*Orion* ...	1,458	British screw steamer ...	27th ditto ...	Liverpool ...	Colombo and Calcutta ...
111	*Thomas Dana* ...	1,445	American ship ...	28th ditto ...	Calcutta ...	New York ...
112	*Italia* ...	1,451 $\frac{55}{100}$	British screw steamer ...	29th ditto ...	Glasgow ...	Bombay ...
113	*Leon* ...	1,650	Spanish ditto ...	29th ditto ...	Liverpool ...	Manila ...
114	*Bay of Naples* ...	1,621	British ship	31st ditto ...	Ditto ...	Rangoon ...
115	*Falstaff*	1,418	British barque ...	1st September...	Liverpool	Chittagong ... ...
116	*Mercury*	135	British screw steamer ...	2nd ditto ...	Whilst engaged towing the	
117	*Statelic*	1,075	British ship ...	6th ditto ...	Cochin	Maulmain ... ...
118	*Slieve More*	1,667	Ditto ...	8th ditto ...	Singapore *vid* Chittagong	Dundee ... ...
119	*Afghan*	1,439	British screw steamer ...	12th ditto ...	London	Basrah *vid* Suez ...
120	*City of Cambridge* ...	1,490	Ditto ...	14th ditto ...	Glasgow	Calcutta ... ...

DURING THE YEAR 1880—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
General, value not reported.	On Moyapore flat ...	Hooghly river	Grounding. Unavoidable ...	None lost. ...	None lost.
General; value not known.	In latitude 12° 40′ N., and longitude 47° 40′ E.	Gulf of Aden ...	Damage to engines. Unavoidable	Ditto. ...	Ditto.
General; value not stated.	At Moyapore	Hooghly river	Grounding. Unavoidable ...	Ditto. ...	Ditto.
General; value not given.	In the Gare Guerin, Suez Canal ...	Red Sea ...	Collision with the S.S. *Duke of Argyll.* Carelessness of master.	Ditto. ...	Ditto.
General; value not reported.	On the N. E. bank, Perim Island ...	Ditto ...	Grounding. Carelessness of master.	Ditto. ...	Ditto.
2,100 tons salt; value not given.	Above the Hastings Shoal, Rangoon river.	Burma coast ..	Grounding. Carelessness of pilot	Ditto.	Ditto.
2,003 tons salt; value unknown.	On the bar at the entrance to Kurnafuli river.	Chittagong coast.	Ditto Unavoidable ...	Ditto ...	Ditto.
Leon.	On the N. E. bank, Perim Island ...	Red Sea ...	Damage to hull. Unavoidable ...	Ditto ...	
In ballast ...	In latitude 5° 58′ N., and longitude 81° 59′ E., off the south-east coast of Ceylon.	Ceylon coast ..	Sprung a leak. Cause unknown	Ditto ...	
6,292 maunds jute; value Rs. 3,34,881.	On a mud bank west of Patunga flagstaff, entrance to Kurnafuli river.	Chittagong Coast.	Grounding. Unavoidable ...	Ditto ...	None lost.
General and a quantity of machinery; value unknown.	On Erg el Allem shoal near the entrance to the Inner gateway, Jiddah harbour.	Red Sea ...	Ditto. Ditto ...	Ditto ...	One box of brass tubes lost; value not given.
General; value not given.	On Kantyebariah flat	Hooghly river	Ditto. Ditto ...	Ditto ...	None lost.

CASUALTIES REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.
121	*Lennox*	1,327	British screw steamer ...	21st September	Calcutta	Jiddah ... ...
122	*Victoria*	1,900	Spanish brig ...	21st ditto ...	Singapore	Liverpool ... ...
123	*Cassandra*	Not given ...	British brig ...	22nd ditto ...	At anchor at	the Sandheads cruizing
124	*Asterion*	509	British barque ...	25th ditto ...	Liverpool	Chittagong ... ...
125	*Gateacre*	1,355	British ship ...	27th ditto ...	Calcutta	Mauritius ... ...
126	*La Escocesa* ...	946	Ditto ...	28th ditto ...	Liverpool	Calcutta ... ...
127	*Scindia*	2,040	British screw steamer ...	28th ditto ...	Calcutta	Bombay ... ...
128	*Peshwa*	1,399	Ditto ...	1st October ...	Bombay	Calcutta ... ...
129	*Arabia*	675	Ditto ...	2nd ditto ...	Calcutta	Rangoon ... ...
130	*Clan Gordon* ...	1,355	Ditto ...	3rd ditto ...	Jiddah ...	Bombay ...
131	*Portia* ...	301	British barque ...	4th ditto ...	Calcutta ...	Natal ...
132	*Mallinga* ...	Not registered.	Maldivian sloop ...	6th ditto ...	Maldivh Islands ...	Calcutta ...

DURING THE YEAR 1880—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Grain; value not stated.	On bank off Camberbatches Point ...	Hooghly river	Slight grounding. Unavoidable	None lost ...	None lost.
General; value unknown.	About 160 miles east of Aden ...	Gulf of Aden ...	Damage to engines. Ditto ...	Ditto ...	Ditto.
station ...	Sandheads	Sandheads ...	Collision with the S. S. *Peshawar*. Carelessness of master.	Ditto ...	Ditto.
725 tons salt; value not reported.	¼ of a mile S. E. of the buoys at the entrance to Kurnafuli river.	Chittagong coast.	Grounding. Carelessness of pilot	Ditto ...	Ditto.
Rice; value not given.	Between 2 and 3 track on the Moyapore shore.	Hooghly river	Ditto. Unavoidable ...	Ditto ...	Ditto.
Salt; value not stated.	In the Jellingham Channel ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
General; value not reported.	At Camberbatches Point	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
General; value not given.	About 150 yards below the crossing mark at Jar Maker's Reach.	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
General; value not stated.	Off Maulmain town on west bank of river.	Burma coast ...	Ditto. Carelessness of pilot	Ditto ...	Ditto.
General and specie; value not given.	On Ulysses shoal (Erg el Fellahiyat), Jiddah Harbour.	Red Sea ...	Grounding. Carelessness of master.	Ditto ...	Ditto.
General; value not reported.	At anchor at Royapore ...	Hooghly river...	Damage to hull. Carelessness of the man at the wheel.	Ditto ...	Ditto.
Cocoanut and coir; value not given.	Between Nos. 1 and 2 tracks, Moyapore	Ditto ...	Collision with the S. S. *Curlew*. Want of lights.	None lost. One man was rather seriously hurt.	Ditto.

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.
133	*Duncairn* ...	1,303	British ship ...	3rd, 6th & 7th October.	Maulmain ...	Bombay ...
134	*Simla* ...	1,260	Ditto ...	9th October ...	Calcutta ...	Mauritius ...
135	*Pride of England* ...	1,367	Ditto ...	13th ditto ...	Ditto ...	New York ...
136	*Mula* ...	548	British screw steamer ...	16th ditto ...	Yenbo (Red Sea) ...	Jiddah ...
137	*Suliote* ...	1,142	British ship ...	17th ditto ...	Maulmain ...	Bombay ...
138	*W. G. Russell* ...	1,248	Ditto ...	22nd ditto ...	Rangoon ...	Clyde ...
139	*Manora* ...	2,600	British screw steamer ...	23rd ditto ...	Calcutta ...	London ...
140	*Propontis* ...	1,387	Ditto ...	28th ditto ...	Glasgow ...	Singapore, China and Japan
141	*Mahangiri Suryabana* ...	20¼	British Indian craft ...	3rd November	Whilst engaged transferring	720 maunds salt to a
142	*Louisa Fletcher* ...	1,28	British barque ...	5th ditto ...	Maulmain ...	The Channel ...
143	*City of Mecca* ...	1,489	British screw steamer ...	9th ditto ...	Glasgow ...	Colombo ...
144	*Ellora* ...	1,513	Ditto ...	17th ditto ...	Maulmain ...	Bombay ...

DURING THE YEAR 1880—*continued.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locailty where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
Teak timber; value not reported.	In the Bheeloo-gywon Channel, Salween river	Burma coast ...	Grounding. Carelessness of pilot.	None lost ...	None lost.
Rice; value not stated.	Onthe southern bank at Jarmaker's Reach	Hooghly river...	Ditto. Unavoidable.	Ditto ...	Ditto.
Jute and saltpetre; value not given.	Abreast of the Kulpee anchoring buoy ...	Ditto ...	Ditto. Ditto ...	Ditto ...	Ditto.
Tea; value unknown	Abú Farámish Reef, about 35 miles N.W. of Jiddah.	Red Sea ...	Ditto. Currents. ...	Ditto ...	Ditto.
Teak timber; value not stated.	In the Bheeloo-gywon Channel, Salween river.	Burma coast ...	Ditto. Unavoidable.	Ditto ...	Ditto.
1,360 tons timber; value not reported.	Off Deserter's Creek in Rangoon river ...	Ditto ...	Sprung a leak. Defective caulking	Ditto ...	Ditto.
General; value unknown.	On the Moyapore bar ...	Hooghly river...	Grounding. Unavoidable.	Ditto ...	Ditto.
2,400 tons general; value not stated.	On Rás Abu derage shoal, about 34 miles south of Suez.	Red Sea ...	Stranding. Carelessness of master.	Ditto ...	Slightly damaged; value unknown.
larger vessel ...	In the branch of the Mora Creek which leads to the Chiwri saltworks, Bombay Harbour.	Bombay coast...	Grounding. Overladen ...	Ditto ...	Totally lost, value Rs. 56.
Teak timber; value not stated.	In the Bheeloo-gywon Channel, Salween river.	Burma coast ...	Ditto. Carelessness of master.	Ditto ...	None lost.
1,365 tons general; value unknown.	In latitude 12° 26′ N., and longitude 44° 50′ E.	Gulf of Aden...	Damage to engines. Stress of weather.	Ditto ...	Ditto.
Teak timber; value not stated.	On a shoal below Halfway creek, Salween river.	Burma coast ...	Grounding. Carelessness of pilot	Ditto ...	Ditto.

CASUALTIES REPORTED IN INDIAN WATERS

Number.	Name of Vessel.	Tonnage.	Flag and Rig of Vessel.	Date of casualty.	Whence bound.	Whither bound.
145	*Dunnottar Castle* ...	1,702	British ship ...	20th November	Chittagong ...	Dundee ...
146	*Ditto* ...	1,702	Ditto ...	21st ditto ...	Ditto ...	Ditto ...
147	*Simla* ...	1,239	British screw steamer ...	24th ditto ...	Rangoon ...	Calcutta ...
148	*Hampshire*	1,700	British steam ship ...	26th ditto ...	Shields ...	Bombay ...
149	*Jaiwasudewprasad* ...	55½	British Indian pattimar ...	26th ditto ...	Bombay ...	Sedashivgad ...
150	*Enterprize* ...	694	British steamer ...	1st December	Kyouk Phyou ...	Rangoon *vid* Sandoway ...
151	*Wingates* ...	1,356	British screw steamer ...	3rd ditto ...	Maulmain ...	Europe ...
152	*Stranton* ...	1,132	Ditto ...	4th ditto ...	Bombay ...	Havre ...
153	*Berar* ...	902	British ship ...	14th ditto ...	Calcutta ...	Demerara ...
154	*Orion* ...	2,296	British screw steamer ...	14th ditto ...	Liverpool ...	Colombo and Calcutta ...
155	*City of Calcutta* ..	984	British ship ...	23rd ditto ...	Calcutta ...	New York ...
156	*Coniston* ...	1,490	British screw steamer ...	29th ditto ...	Cardiff ...	Aden ...

DURING THE YEAR 1880—*concluded.*

Cargo and its total value.	Position of casualty and name of shoal, &c.	General locality where casualty occurred.	Nature of disaster, and cause thereof when traceable.	Number of lives lost or saved.	Cargo lost or saved.
2,242 tons jute; value Rs. 3,38,985.	On the bar in Kurnafuli river ...	Chittagong coast	Fire. Carelessness ...	None lost ...	400 bales of jute damaged; value unknown.
Ditto ditto ...	On the Patunga side of Kurnafuli river	Ditto ...	Grounding. Carelessness of pilot	Ditto ...	No damage to cargo reported.
General; value not reported.	On the western bank, abreast of the Atcheepore Telegraph Station.	Hooghly river...	Ditto. Unavoidable. ...	Ditto ...	None lost.
Railway materials; value not given.	On Rás Ruahmy Reef, about 75 miles south of Suez.	Red Sea ...	Ditto. Currents and haze	Ditto ...	Partially lost; value unknown.
None ...	Six miles south of Kunkeshwar, a little South of Deoghur.	Bombay coast...	Capsized. Stress of weather ...	Ditto ...	...
Indian Government vessel; no cargo.	In the northern entrance to Cheduba strait.	Burma coast ...	Grounding. Incorrect charts ...	Ditto ...	...
Rice; value not stated.	On the Mopoon spit in Salween river (Maulmain).	Ditto ...	Ditto. Carelessness of pilot	Ditto ...	None lost.
Wheat; value not given.	In latitude 16° 1′ N., and longitude 63° 19′ E.	Arabian Sea ...	Damage to engines. Unknown...	Ditto ...	Ditto.
Emigrants on board and carrying cargo of rice; value unknown.	On the tail of Bishop's College sand and abreast of the sluice gate.	Hooghly river...	Grounding. Unavoidable ...	Ditto ...	Ditto.
General; value not reported.	In latitude 19° 15′ N., and longitude 39° 20′ E.	Red sea ...	Damage to engines. Unavoidable	Ditto ...	Ditto.
General; value not given.	A little above Noorpoor Point between the bank and the Nun buoy.	Hooghly river...	Grounding. Unavoidable ...	Ditto ...	Ditto.
2,300 tons coals; value unknown.	In the canal, within 7 miles of Suez ...	Red Sea ...	Damage to engines. Unknown...	Ditto ...	Ditto.

NOTES ACCOMPANYING THE CASUALTY STATEMENT.

1. The British iron ship LOCH RANZA [of Glasgow, 1,075 tons register, official number 71700], from Bombay to Calcutta with a cargo of salt. The vessel, on the 3rd January at 11-55 A.M., whilst proceeding up the river Hooghly, in tow of steamer *Victoria*, grounded on the Sangeral sand for about two hours, when she was got off, without having sustained the slightest damage. No loss of life.

2. The British iron screw steamer MANDALAY [of Glasgow, 1,242 tons register, official number 68009], from Rangoon to Malta with a general cargo, for orders. The vessel had called at Chittagong, and for want of mooring-buoys she had to be moored with her own anchors, and at 1 P.M. on the 5th January, in swinging to the flood tide she tailed to the eastward and touched the bank with her stern, about a quarter of a mile north of Moish Khallee, Kurnafuli river (Chittagong coast). The same thing occurred on the afternoon of the 7th, excepting that the vessel swung to the westward. No damage. No loss of life.

3. The French wooden barque SAINT LOUIS [of Bordeaux, 593 tons register, official number 3048], from Bordeaux and Réunion to Chittagong with a cargo of stone ballast. On the 6th January, when in the Kurnafuli river, the pilot kept too close to the Khatta Khallee flat, on the north side of the river, there shoaled and finally touched. No damage. No loss of life. [The cause of the accident is attributed to the mismanagement of the pilot.]

4. The British iron ship FLEETWOOD [of Glasgow, 630 tons register, official number 56185], from Madras to Chittagong, *viâ* Sandheads, in ballast. On the morning of the 7th January, when one mile south of Eastern Channel light-ship (Sandheads), vessel steering south, the master lost all control over his ship, and before he could anchor fouled the ship *General Domville*. The *Fleetwood's* starboard cathead and quarter chock started and boat's davits bent, &c. Value of damage Rs. 100. The damage to the other vessel was not reported. No loss of life.

5. The British Indian pattimar RUGHUNATH [of Bankot, 41⅓ tons register, official number 2740, age 15 years], from Calicut to Bankot with a cargo of copra, cocoanuts, &c. On the 10th of January, when at sea, 12 miles to the west of Puranghur and about 15 miles S. W. of Ratnagiri (Bombay coast), she was overtaken by a squall from the N. W. and capsized before the sail could be taken off. Damage to craft unknown; the cargo was damaged to the value of Rs. 2,500. No loss of life. [This casualty might, probably, have been avoided if a better look-out had been kept.]

6. The French wooden barque SOUVERAIN [of Marseilles, 665 tons register, official number 5240], from Bourbon to Cocanada, in ballast. On the 15th of January the vessel, whilst rounding Point Gordeware, grounded on the mud flat about 1½ miles north of the point in latitude 16° 55′ N., and longitude 82° 21′ E. (Madras coast); she got off after having laid out anchors and discharged cargo. No loss of life. [It was reported that the casualty was caused by the wind and tide, but it would appear that proper steps had not been taken to ascertain the true position of the vessel before grounding.]

7. The Swedish schooner LARKAN [of Gotenburg, 250 tons register, official number not known], from Calcutta to Port Elizabeth with a cargo of rice. Whilst proceeding down the river Hooghly on the 16th of January, in pilotage charge and in tow of steamer *Bull Dog*, the vessel on turning a little above Point Jelly to the northward, and when nearly round, the tug suddenly grounded and immediately the *Larkan's* forefoot took the ground on the Budge-Budge sand, but floated an hour after the flood made and proceeded. No damage. No loss of life.

8. The British iron ship BAY OF NAPLES [of London, 1,621 tons register, official number 73585], from Liverpool to Rangoon with a cargo of salt, on the 22nd of January, whilst proceeding up the Rangoon river in pilotage charge,

and in tow of steamer *Ngapoota*, grounded on a ridge of shoal water extending from the shore a little below Chokey Point, Rangoon river (Burma coast). The vessel was aground for about three-quarters of an hour. The ship's starboard whisker was carried away, and the tug had her funnel unshipped, which was caused by her coming in collision with the *Bay of Naples*. No loss of life.

[A Court of Enquiry was held at Rangoon on the 28th January in accordance with Rule 24 of the Rangoon Pilot Rules, to investigate the circumstances which led to the grounding of the above ship. The Court was of opinion that Mr. Proud, licensed pilot, was not to blame, and that he should not have been charged by the Marine Department on such evidence. The Chief Commissioner of British Burma confirmed the finding of the Court, but remarked that he was very much displeased with the careless manner in which the case was sent up by the Port authorities.]

9. The British iron barque AFTON [of Ayr, 848 tons register, official number 68636], from Madras to Cocanada and thence to London, in ballast. On the 24th of January, when rounding Point Gordeware, the vessel grounded a little to the north of the point in latitude 16° 54′ N., and longitude 82° 20′ 30″ E. (Madras coast). She got off after letting go her starboard anchor and discharging ballast into boats. No damage. No loss of life. [The master reported having mistaken the red buoy for the black one, but the accident was, in all probability, caused by the master not having taken proper means to ascertain the true position of the vessel before grounding.]

10. The British iron ship LASTINGHAM [of London, 1,143 tons register, official number 76927], from Madras (?) to Dundee with a cargo of jute valued at Rs. 1,56,000. On the 26th of January the vessel wanted to anchor in Kurnafuli river below the black buoy off Moish Khallee, but the bottom being hard she brought the flood anchor home, and in swinging to the flood she tailed to the eastward and her stern took the bank for about half an hour. No damage. No lives lost.

11. The British iron screw steamer KAISAR-I-HIND [of Greenock, 2,559 tons register, official number 76182], from China to Bombay with a general cargo. On the night of the 30th of January, when the ship was 15 miles from the coast, Rajapur light bearing N. E., a native boat was suddenly seen under the bows showing no light, and so close that it was impossible to avoid striking her. The engines were at once stopped and reversed and the crew of the boat (6 men) were picked up. The native boat was saved and repaired, and the fishermen returned to their country. No damage to the *Kaisar-i-Hind*. [No Court of Enquiry was held in this case.]

12. The British iron screw steamer HELIOS [of Hull, 1,487 tons register, official number 68682], from Cardiff to Rangoon, in ballast. On the 2nd of February, whilst lying in the Aden harbour (South coast of Arabia), the high-pressed cylinder was found cracked. No other damage to vessel. No lives lost.

13. The British iron screw steamer COMMILLA [of Glasgow, 872 tons register, official number 73799], from Akyab to Calcutta with a general cargo. On the 3rd February, whilst coming up the river Hooghly in pilotage charge, her port bilge touched the tail of the College sand, nearly midway between the sluice gates and the torpedo buoy, Garden Reach. No damage.

14. The Turkish wooden ship FOOLKEL KHAIRE (late American vessel *Chanticleer*) [of Jiddah, 739 tons register]. On the 3rd February the vessel, whilst moving from one part of the port of Calcutta to another to be broken up, grounded on the lower part of the Ghoosery sand. No damage.

15. The British iron screw steamer SIR JOHN LAWRENCE [of Liverpool, 466·58 tons register, official number not stated], from Calcutta to Orissa and Chandbáli, whilst proceeding down the river Hooghly, on the 4th of February, grounded on the bank at Jar Maker's Reach, caused by dense fog; she remained aground until the morning of the 6th, when, after heaving on the stern hawser, she immediately floated and proceeded on her voyage. No damage.

16. The British iron screw steamer SHAH JEHAN [of Liverpool, 1,037 tons register, official number 78839, three-masted schooner, one year old, class not stated], from Calcutta to Bombay with a general cargo. On the 6th February, whilst proceeding up the Konkan coast, the weather was clear with very little wind and smooth water, the master retired to his cabin, and the third officer was placed in charge of the deck until about 1 P.M., when the second officer relieved him. The vessel continued on a N. 10° W. course, and at about 1-45 P.M. she was

very close to the land; no soundings were taken, and she touched the ground about one and a half miles off shore in Kumbáru Bay, Bombay coast,—Kumbáru Point bearing N. 55° E., and Rajpuri Point N. 47° E. She was aground for about half an hour. She reached Bombay, and on being taken into dock it was discovered after an official examination that she had sustained material damage. The ship bilged in three or four places, several cracks were discovered in the keel, a small piece was knocked off the propeller, and a crack was discovered in one of the blades, the principal damage being in the starboard fore ballast tank, and under the stoke-hole on the starboard side. Cargo, 200 bags of rice, lost; value not known; crew of 49 hands. No loss of life.

[A Court of Enquiry was held at Bombay on the 18th February, under section 9, Act IV of 1875, to investigate the circumstances attending this casualty, when it was decided that the grounding of the S.S. *Shah Jehan* was caused by errors in judgment and by culpable negligence on the following points: *I*, in not heaving the lead; *II*, in steering too near the land; *III*, in the captain not supplying himself with the requisite charts; *IV*, in placing any confidence whatever in the results obtained by the observations for longitude; *V*, in not heaving the log regularly; and *VI*, in not testing the accuracy of his chronometers when in port. The Court accordingly suspended the master's certificate for 12 months, and that of the second officer for 3 months.] The Governor of Bombay confirmed the above judgment.

17. The French wooden barque SAINT LOUIS [of Bordeaux, 593 tons register, official number 3048], from Chittagong with a cargo of rice, valued at Rs. 61,800, to Réunion and Mauritius. The vessel on the 6th February was going out of Kurnafuli river under sail, and in crossing the bar at flood tide she sheered round between the outer bar buoys, drifted northward, and took the ground about a ship's length N. E. of the red bar buoy (Chittagong coast). She remained aground for 36½ hours, when, after shifting some cargo from aft forward, she swung to the tide and was hove off at high water. No damage to vessel or cargo.

18. The British Indian padow ESHWANTI [of Karwar, 5 tons register, official number 286], from Cumtá to Goa with a cargo of tamarinds, gram, &c. On the morning of the 6th February the padow grounded on the beach off Cumta harbour (Bombay coast). Damage to craft Rs. 50, to cargo Rs. 50. One life lost.

19. The British iron screw steamer CITY OF BALTIMORE [of Liverpool, $1{,}508\frac{78}{100}$ tons register, official number 14550], from Liverpool *viâ* Suez Canal to Bombay with a general cargo. On the evening of the 8th of February, when entering the port of Bombay, the pilot adopted an undesirable route through the shipping, and was about to let go the anchor in a foul berth, whence by injudicious management the vessel drove foul of two other vessels and swept on to the Flagstaff shoal. Tugs were sent off to her assistance, and as the tide rose she was floated, and was safely moored. She was examined by a diver, who found no damage done, and the vessel after discharging and taking in cargo proceeded to sea. No damage to vessel or cargo. (The casualty was caused by an error of judgment and bad management on the part of the pilot, who was cautioned by the Port Trustees to be more careful in future.)

20. The British Indian wooden brig JAN ALAM [of Chittagong, 258 tons register, official number 13 of 1879], from Cochin to Akyab, in sand ballast. On the 8th February, when in latitude 7° 49′ N., and longitude 76° 40′ E. (about 50 miles W. S. W. of Cape Cómorin, Malabar coast), the chain plate bolts on the port side were drawn out by the strain on the main rigging, causing damage to the amount of about Rs. 1,000. The brig put back to Cochin dismasted. No damage to cargo. No loss of life. [This vessel was only a few months old, but was badly built.]

21. The British iron screw steamer EUXINE [of London, 977 tons register, official number 65590], from Aden to Bombay with water ballast tanks. On the morning of the 9th February, after having left the port of Aden, and when about 2½ miles from the light-ship, it was discovered that a rivet had started, causing the ballast tank to leak. The vessel put back to Aden for repairs.

22. The British wooden ship SAGOF [of Calcutta, 763 tons register], from Calcutta to Jiddah with a cargo of rice, fouled the ship *City of Calcutta* on the 11th February at Garden Reach, river Hooghly, and carried

away seven feet of her main yard. The *Sagof* sustained no damage. The collision was unavoidable.

23. The British iron screw steamer MAHRATTA [of Glasgow, 505 tons register, official number 53368] grounded at 5 P.M. on the 12th February off the Howrah dockhead, river Hooghly, in the port of Calcutta. No damage.

24. The British iron ship DEVA [of Liverpool, 761 tons register, official number 69288], from Liverpool to Calcutta with a cargo of salt. On the 14th of February, whilst proceeding up the river Hooghly in pilotage charge, the vessel, when in the act of turning round off Camberbatches Point, near Garden Reach, very slightly touched the point. No damage.

25. The British wooden ship LALLA ROOKH (*ex Radiant*) [of Calcutta, 1,277 tons register, official number 41023], with a general cargo from Calcutta to Malabar coast and Jiddah, when in pilotage charge and in tow of steam tug *Enterprise*, left Garden Reach, river Hooghly, at daylight of the 15th February. At 8-30 A.M., in attempting to cross the Moyapore bar with a falling tide, grounded in the fairway track; she drifted up the river as the tide rose, and remained aground until the evening of the 18th, when she was towed off after having been lightened. No damage to vessel reported.

[A Committee was appointed and met at Calcutta on the 23rd February, to enquire into the circumstances attending the above casualty. The Committee considered that Mr. D. J. Scott, senior master pilot, was guilty of carelessness and mismanagement. The Port Officer, in forwarding the case to the Government of Bengal, remarked (in a minute written by that officer on the 4th March), "I consider Mr. Scott's offence a very grave one. I cannot recommend a less punishment than that he be reduced three steps on the list, and placed on half earnings for six months." The Government of Bengal, in acknowledging that there was no room for doubt that Mr. Scott piloted his ship very carelessly and acted with culpable rashness in attempting to cross the Moyapore bar when he did, yet taking all the circumstances of the case into consideration, the Lieutenant-Governor was of opinion that it would be sufficient merely to place Mr. Scott on half earnings for three months. This sentence was accordingly carried out.]

26. The British iron screw steamer PECHILI [of London, 881 tons register, official number 70694], from Cardiff *viâ* Suez Canal to Shanghai with a cargo of coals. On the 16th of February, at about 11 A.M., whilst in latitude 17° 22′ N., and longitude 40° 15′ E. (Red Sea), received the following damage to her machiney: the beam centre cover broken and studs carried away, beam bent, and link studs and injection pipe broken; estimated damage value not known. Cause unknown. No damage to cargo.

27. The British Indian craft LUXMIPRASAD [of Malwan, 5¾ tons register, official number 2287], from Kolumb (or Koolum) to Malwan with a cargo of salt. The craft on the morning of the 18th of February heeled over on her side, filled and sank in shallow water at Kolumb Creek, about 7 miles south of Deoghur (Bombay coast). She was subsequently recovered. No damage. Rupees 360 worth of cargo lost. No loss of life.

28. The British iron screw steamer ANANDA [of Greenock, 222 tons register, official number 63466], from Rangoon to Tavoy with a cargo of rice. At noon on the 18th of February, whilst being removed from the King of Burma's wharf (Rangoon river, the boiler tube burst, so that the engines could not for a time be used, the mooring warp broke, the vessel swung round and grounded on the bank at the lower end of the wharf, before anything could be done to prevent the casualty. No damage to ship or cargo.

29. The British iron ship RAGLAN CASTLE [of Liverpool, 1,050 tons register, official number 74495], from Point de Galle to Bassein, in ballast. At 6 P.M. on the 18th of February, whilst in the act of turning with the aid of steam, the ship came into collision with the barque *Germania* when abreast of Bassein town (Burma coast). The *Raglan Castle* sustained about Rs. 500 worth of damage. No damage occurred to the *Germania*. No cargo lost. The casualty was caused by the carelessness of the pilot.

30. The British wooden ship M. & E. COX [of Halifax, Nova Scotia, 1,180 tons register, official number 57731, classed at Veritas 3-3, age 10 years], from Rio de Janeiro to Rangoon for orders, in ballast. On the 21st of February, when in latitude 15° 24′ N., and longitude 95° 50′ E., Gulf of Martaban, Burma coast,

M. & E. Cox steering east, with wind on port quarter, came into collision with the ship *Cassiope* steering S. W. by S., cathead and anchor stock of *Cassiope* breaking through the port bow of the *M. & E. Cox*. Damage to *M. & E. Cox* £300 to £500; to the *Cassiope*—amount not reported. No loss of life. [The cause of this collision was the Captain of the *M. & E. Cox* not finding out the *Cassiope* was on a wind or starboard tack, he having considered her going free till too close to avoid collision.)

31. The British iron ship SLIEVE DONARD [of Belfast, 1,498 tons register, official number 21473], from Shields to Rangoon with a cargo of coals. At noon of the 21st February, she was being towed up the Rangoon river into a crowd of shipping by the tug *Ajax*, when, on rounding-to for the purpose of anchoring, the tide running up about 3½ knots, two anchors were let go, but both cables parted and the ship fouled the river steamer *Okpho*, which was moored opposite the Master Attendant's house. The *Okpho* received damage to the amount of about £40. The ship sustained only slight damage. After the collision a warp was made fast to the jetty, and the ship held by it until a spare anchor was got ready, when she was towed into the stream. No damage to cargo. No loss of life. The collision was caused by the carelessness of the pilot.

[A Court of Enquiry was held at Rangoon in the Town Magistrate's Court on the 27th February, to enquire into the conduct of pilot, Mahomed Sassy, for having endangered the safety of the above ship by unskilfully bringing her into port amongst the shipping at too great a speed. The members of the Court were unanimous in saying that if the pilot's orders were not carried out promptly, he should have at once refused any further responsibility. The pilot had no excuse whatever for ignorance on this head, as in April 1879, when he was tried for grounding the ship *Burma*, this very point was raised with reference to the conduct of Mr. Proud, in command of the tug *Ngapoota*. The Court recommended that the pilot, Mahomed Sassy, be permanently reduced from full draft to 18 feet. The Chief Commissioner of British Burma confirmed the finding and sentence of the Court, and directed that a further enquiry be held into the conduct of Mr. David, the pilot in charge of the tug *Ajax*.

In accordance with the above order, a Court of Enquiry was held at Rangoon in the Town Magistrate's Court on the 15th April, and the pilot, Mr. David, was charged under section 24 of the Rangoon Pilot Rules with carelessness whilst in charge of the tug steamer *Ajax* towing the ship *Slieve Donard*, thereby endangering the safety of the latter ship. The Court considered that if the pilot let go the hawsers of the ship *Slieve Donard* without orders, he was guilty of culpable neglect; but although there was considerable probability of his having done so, there was not, in the absence of the ship *Slieve Donard*, any way of coming to a satisfactory conclusion on this point, and that considering the evidence produced by the pilot, David, the Court had no alternative but to acquit him of any blame in the matter and give him the benefit of any doubt that may have existed on the subject. The members of the Court considered that the ship must have been proceeding at the rate of about 3 knots, from their knowledge of the capabilities of the *Ajax* and the strength of the tide. Under the circumstances, it could only be concluded that the anchor equipage of the ship *Slieve Donard* was imperfect, and the cables more or less deteriorated in strength, otherwise they could not have failed to hold the ship securely, as there was not sufficient evidence for the prosecution to show that the pilot, David, let go the ship *Slieve Donard* without orders from the Native pilot, while there is evidence to show that the Native pilot gave orders to Mr. David to let go the ship. The Court acquitted and discharged the pilot, David.]

The Chief Commissioner of British Burma confirmed the finding of the Court.

32. The British iron screw steamer SHERBORNE [of London, 1,055 tons register, official number 77033], from Calcutta to Marseilles with a cargo of cotton and seeds. The vessel was under weigh in pilotage charge on the afternoon of the 22nd of February, being at the time about one and a half miles northward of the brig *Chinsura* and westward of the Eastern Channel light-vessel, (Sandheads) the engines were ordered to be eased, and about two minutes afterwards to be stopped, so that the pilot might be taken off. The steamer's head flying up for the brig, the helm was ordered hard to port and the engines astern, but unfortunately the engines did not move. They were then ordered ahead; but

this order too was not promptly carried out, and she fouled the pilot brig *Chinsura*. The *Sherborne* was uninjured and proceeded on her voyage. The Commander of the *Chinsura* on examining the damage done to her felt it impossible to continue at the station, and consequently engaged the tug *Cyclone*, which vessel—after conveying all the officers to the pilot vessel *Cassandra*—returned and towed the brig *Chinsura* up to Calcutta for repairs. No lives lost.

[A Committee was appointed, and met at the Port Office, Calcutta, on the 28th February, to enquire into and report on the above collision, when the pilot, Mr. Daly, was exonerated from all blame, and the accident was attributed "to the engines not working as ordered to do at a time when to move as ordered would have prevented the collision."]

The Lieutenant-Governor of Bengal approved of this decision.

33. The British iron barque KIRKDALE [of Liverpool, 760 tons register, official number 76524], from Liverpool to Point de Galle with a cargo of rice. On the 23rd February the vessel was moored too far over to eastward, and, in swinging to the flood, tailed the bank for a few minutes off Moish Khallee, Kurnafuli river, Chittagong coast. No damage.

34. The British iron ship BRITISH PEER [of Liverpool, 1,428 tons register, official number 51452], from Rangoon (?) to Dundee with a cargo of jute. On the evening of the 24th of February, the vessel, in swinging to the flood, tailed the eastern bank—owing to the narrowness of the channel—off Moish Khallee, Kurnafuli river, Chittagong coast. No damage to vessel or cargo.

35. The British iron ship RIVER INDUS [of Liverpool, 1,044 tons register, official number 60089], from Chittagong to Mauritius with a cargo of rice. On the morning of the 24th of February, the vessel, in swinging to the flood, slightly touched the bank off Goshaldanga, in Kurnafuli river, Chittagong coast. No damage. (The cause of the accident was attributed to narrowness of channel and length of vessel.)

36. The Arabian bagla MUNSOORY [of Koewit, 309 $\frac{13}{100}$ tons register, official number not stated], from Alleppey to Basrah with a cargo of rice, planks, and tamarinds, grounded at 5-30 P.M. on the 25th February on a rocky patch about one mile to the north of the Coote reef buoy near Calicut, Malabar coast. Assistance was given by the Marine Department in sending off boats to land cargo, &c., but she rapidly filled with water. The vessel sustained damage, to what extent not known; about Rs. 500 worth of cargo was lost. No lives lost.

37. The French wooden barque HOOGHLY [of Bordeaux, 460 tons register, official number 3271], from Chittagong to Mauritius with a cargo of rice. On the morning of the 25th February, whilst dropping down at the end of the ebb tide, the vessel grounded for about a quarter of an hour near Messrs. Determes and Co.'s rice mill, and about 80 yards from right bank of Kurnafuli river, Chittagong coast. No damage.

38. The British iron barque CARLISLE [of Liverpool, 1,100 tons register, official number 50253], from Liverpool to Chittagong with a cargo of salt. On the morning of the 25th February the vessel was anchored by the pilot in a narrow part of the Kurnafuli river and took the bank off the tripod on the Jooldea side; on the return of the tide she was got off, and on the 26th anchored too far out, when her stern again took the spit near Goopta Khallee crossing. She floated on the same day when the flood made. No damage.

39. The British iron screw steamer KEPLER [of North Shields, 1,205 tons register, official number 76660], from Rangoon to Malta with a cargo of rice. On the 26th February, when the vessel was off Aden harbour, South coast of Arabia, her propeller got adrift, and she put into Aden for repairs. No damage to cargo.

40. The British iron barque JAMES BOLT [of North Shields, 698 tons register, official number 70411], from Padang *viâ* False Point to Chittagong, in ballast. On the 29th of February the vessel fell alongside the right bank at Khatta Khallee in Kurnafuli river, Chittagong coast; a kedge was run out and she was hauled into the middle of the stream again; in slipping the rope she fouled and carried away the Khatta Khallee black buoy, and immediately grounded on the mud flat, but was got off again in half an hour. No damage.

41. The British wooden barque NESUTAN [of Maulmain, 935 tons register, official number 69321], from Maulmain to Bombay with a cargo of teak timber. On the 2nd of March, whilst proceeding down the Salween river (Burma coast)

in tow of tug steamer *Tavoy*, and in pilotage charge, the pilot declined to take the vessel on below Anchoring creek, as he considered it unsafe, being late on the tide; the master went on without the pilot, in tow of tug, and grounded the vessel in the New Channel. No damage to ship. No loss of life.

[A Court of Enquiry assembled at Maulmain on the 12th March, to enquire into the conduct of licensed pilots, Lilienhain and Moung Oh, in connection with the grounding of the above vessel. The Court was of opinion that the pilot, Lilienhain, in command of the tug *Tavoy*, should be censured for having delayed the *Nesutan* on the afternoon of the 1st of March. With regard to the conduct of Moung Oh, pilot of the *Nesutan*, the Court was of opinion that he displayed a want of attention to his duties in not noticing that his vessel was dragging her anchor on the morning of the 2nd of March; also that, with the steamer there ready to tow the *Nesutan*, he was not justified in refusing to proceed as far as he could with safety; and the Court was of opinion that he could have proceeded with safety as far as the anchorage of the Bheloo-gywon Channel. But taking into consideration that his error was on the side of caution, and that he had worked in the river for eight years without an accident, the Court considered a light punishment would meet the case. In this case his over-caution might have resulted in detaining the *Nesutan* for nine days at Halfway creek, and as a punishment for his error the Court recommended that licensed pilot Moung Oh be reduced from full draft to under 18 feet for three months.]

The Chief Commissioner confirmed the proceedings of the Court.

42. The British iron screw steamer BATAVIA [of Glasgow, belonging to the Cunard line of steamers, 1,627 tons register, official number 63756], from Liverpool to Bombay with a general cargo. At 8-30 on the night of the 4th March, the vessel, whilst coming down the Red Sea, saw a white light a quarter of a point on the port bow, and judged it to be on the north-western end of Perim Island. She starboarded the helm, and put engines full speed astern. She grounded when distant about three to four cables' length from the N. E. part of Perim Island. She was towed off on the 6th March by the gunboat *Philomel*, uninjured. About 80 tons of fire-bricks lost; value £80. No loss of life. The casualty was reported as having been caused by hazy weather, and the small light misleading as to the direction of the land.

43 & 50. The British iron barque MAUDE [of Liverpool, 1,077 tons register, official number 78781], from Point de Galle to Chittagong, in ballast. The vessel, whilst proceeding up the Kurnafuli river in pilotage charge on the morning of the 5th of March, became unmanageable on account of the light winds, and the kedge and anchor giving way, she grounded on the Goopta Khallee crossing. No damage to ship.

On the 29th March, on leaving Chittagong, and whilst swinging to the flood, the *Maude* slightly struck the barque *Connaught* at Goopta Kallee crossing. Little or no damage done. Both vessels left the next day for Mauritius.

44. The British iron screw steamer PEER OF THE REALM [of Newcastle, 1,182 tons register, official number 70251], from Aden to Rangoon, in water ballast. At 3 A.M. on the 10th March, when making for the entrance to the Rangoon river by the Eastern Channel, the vessel grounded on the Eastern Grove flats, the light-house bearing N. W. ½ N., distant four miles. The engines were reversed full speed astern, and the ship's head worked round to S. W. by W., but remained fast. At 2 P.M. the ship began to move, and at 2-45 P.M. she floated and swung to her anchor after having been aground for 36 hours. On the morning of the next day she proceeded up the river. No damage to vessel or cargo. (This casualty may be attributed to the neglect in the use of the lead, which was hove only once in an hour. No allowance seems to have been made for rise of tide.)

[A Court of Enquiry was held at Rangoon in the Town Magistrate's Court on the 16th of March in accordance with section 4 of the Indian Merchant Shipping Act of 1875, to investigate the circumstances relative to the above grounding. The members of the Court were unanimous in the opinion that the master of the ship *Peer of the Realm* should be charged with misconduct for the rash manner in which he navigated his vessel, but at the same time they felt a want of jurisdiction, as Mr. Mack (the Assistant Port Officer), on behalf of the Marine Department, admitted that there had been *no* " material damage," nor any casualty to bring the case within section 3 of Act IV of 1875.]

The Chief Commissioner of British Burma having no further orders to pass in the case, the finding of the Court was, therefore, taken as confirmed.

45. The British iron ship ROLLO [of Melbourne, 902 tons register, official number 74663], from Melbourne to Calcutta, in sand ballast and 130 tons of copper. On the 11th March, whilst proceeding up the river Hooghly in pilotage charge, and in tow of tug *Victoria*, the steamer got into an eddy just below Melancholy Point; the pilot was compelled to go short round in order to avoid the bank, and in so doing the ship's hawser fouled the port anchor, the pea of which knocked a hole about 2½ to 3 inches long in the plate abreast of the 14-feet mark. No damage to cargo.

46. The French wooden barque PATRIE [of Bordeaux, 551 tons register, official number 6774], from Pondicherry to Calcutta, in ballast. The vessel, on the 22nd of March, whilst proceeding up the river Hooghly in pilotage charge, in rounding-to in the lower part of Garden reach, the ship *Glencorse* in tow of tug crossed the barque's hawse; to avoid her the pilot of the *Patrie* had to give his vessel sternboard, which resulted in the barque tailing the flat on the northern bank, above the boundary pillar. At 7-30 P.M., when the flood made, she was hauled off and anchored in the channel. No damage to either vessel.

47. The British iron screw steamer SHAH JEHAN [of Liverpool, 1,036 tons register, official number 78839], from Bombay to Calcutta; cargo not known. On the 23rd of March, whilst being moored off No. 1 moorings in the port of Calcutta, she fouled the British India Steam Navigation Company's S. S. *Kilwa*, causing slight damage to awning stanchions and to boom. The *Shah Jehan* had one bulwark plate cracked and a boat slightly damaged.

48. The British iron screw steamer CHINSURA [of Glasgow, belonging to the British India Steam Navigation Company, 1,320 tons register, official number 76810], from Calcutta, calling at Coast ports to Bombay with a general cargo. At 3-45 A.M. on the 25th March, when False Point light was reported, the master altered the course to W. ¼ S., and after consulting his chart made the position of the ship to be about 18 miles off False Point anchorage. About 4-45 A.M. 8 fathoms of water was reported, the sound of breakers was heard, the engines were then reversed full speed and immediately after breakers were seen; but it was too late, and the vessel took the beach without any shock on the S. E. side of Dowdeswell Island; Hookey Tollah bearing N. N. W. distant about 1¾ miles, and False Point light-house S. W. ¼ W. distant 4 miles (Orissa coast). After much difficulty both anchors were got out in order to keep steamer's bow from driving further on shore, and the ship lifting, endeavours were made with help of engines to get her afloat; but unfortunately the engines were then disabled owing to sand getting into the condenser. On the 26th the *Khandalla* attempted to float her, but the hawser parted, and at 7 P.M. the same day the tug steamer *Enterprise* together with the *Khandalla* tried to pull her off, but the *Chinsura* bumping heavily her hawser to the *Enterprise* parted. During the night she commenced bumping on her heel very heavily and making water; the pumps were kept going constantly. On the morning of the 27th, hawsers were again passed from the tug and the *Khandalla*, and after pulling for some short time the *Chinsura* began moving, when the hawser to *Khandalla* parted; she kept moving off and subsequently floated, and immediately made for False Point anchorage. On arrival there it was found that she was making about six inches of water an hour in the after-hold, and that the rudder was partially disabled. The donkey pump was kept constantly going, and the vessel returned to Calcutta for repairs. Two life-boats and one bower anchor were lost. No damage to cargo. Crew 17 men, and 19 passengers. Some of the passengers were transferred to the *Khandalla*, but others preferred remaining at False Point. No loss of life. (This casualty, as stated by the master, was caused by the Pilot's ridge light-vessel being about 12 miles S. W. of her true position, which upset his calculations.)

[There was no Court of Enquiry in this case.]

49. The British iron screw steamer ABYSSINIA [of Glasgow, 713 tons register, official number 60356, age 12 years], from Aden with a general cargo to Zanzibar and S. E. African ports. The vessel had proceeded about 100 miles from Aden, and was in latitude 12° 34′ N. and longitude 46° 30′ E. (Gulf of Aden), when fire was discovered in her lower main hold (on the 25th of March), which caused the master of the vessel to return to Aden. On arrival every

effort was made to subdue the fire; but as it could not be kept under, she was beached and scuttled, and the fire was then extinguished. The origin of the fire is unknown. She was got off all right, and after being surveyed and repaired she resumed her voyage. The main hold was partially burnt, causing damage to the amount of £500; of the cargo about 2,755 packages were more or less consumed and damaged; value not known. Crew of 67 men and 27 passengers. No loss of life. [A Court of Enquiry was held at Aden on the 29th of March under Section 5 of Act IV of 1875 for the purpose of investigating the circumstances attending the cause of the fire that broke out at sea on board the above vessel. The Court was of opinion that spontaneous combustion was the cause of the fire, and that it had originated by the leakage of some strong acid, supposed to be nitric or sulphuric acid, or both, coming in contact with some other part of the cargo. The Court entirely exonerated the captain and his officers and crew from all carelessness or any want of precaution on their part in allowing the two cases to be shipped on board, and considered the captain, officers, and crew were deserving of every praise for the manner in which they behaved from the time the fire broke out until it was extinguished, and the Court considered it just to Captain Allen Russell to place it on record as their opinion that his prompt and decided action in at once putting his vessel about, and bringing her back to Aden with all speed, not only saved the total loss of the S. S. *Abyssinia* and the cargo, but was also the means of preventing great misery to those on board, if not of saving the lives of his crew and passengers, for which he deserves commendation.]

50. See "MAUDE," No. 43.

51. The British wooden brig FRIENDS [of Sunderland, 289 tons register, official number 54854], from Chittagong to Mauritius with a cargo of rice. On the 29th of March the vessel was anchored in a newly-formed gut between the upper two red bar buoys at the entrance to Kurnafuli river, waiting to cross the bar the next day; at 11 P.M. a north-wester came on and 50 fathoms of chain was paid out to hold the vessel, and at low water her stern took the ground. She got off as the flood made and proceeded to sea. No damage.

52. The British iron ship APHRODITA [of Liverpool, 1,627 tons register, official number 21497], from London to Calcutta with a general cargo. On the 30th of March the vessel, whilst proceeding through the eastern gut, James and Mary's shoal (river Hooghly), in pilotage charge, the vessel grounded on the mud flat off Hooghly Point. She floated off on the 31st. No damage.

53. The British Indian brig EMULOUS [of Chittagong, 286 tons register, official number 1 of 1875], from Akyab to Cochin, with a cargo of paddy and rice. The vessel arrived at Cochin (Malabar coast) on the 30th of March, and the river being crowded with native vessels the *Emulous* was sailed up between the southern bank of the river and first tier of vessels, and when being rounded-to with her head to the southward, she did not answer her helm quickly; the anchor was let go, but she slightly struck the brig *Futteh ul Mannan Robia* of Chittagong. Damage to either vessel was very slight.

54. The British iron ship MONTGOMERYSHIRE [of Liverpool, 1,400 tons register, official number 76520], from Rangoon to The Channel with a cargo of rice, on the morning of the 31st March, whilst proceeding down the Rangoon river in tow of tug steamer *Salween* and in pilotage charge, took the ground when rounding the spit buoy at the entrance to the river. The vessel got off after being aground for an hour and a half. No damage. No loss of life.

[A Court of Enquiry was held at Rangoon in the Town Magistrate's Court on the 21st April in accordance with Rule XXIV of the Rangoon Pilot Rules, to investigate the circumstances attending the grounding of the above vessel. The evidence tended to show that the pilot got his ship aground through no want of care and through no neglect. The grounding was attributable to two circumstances,—the silting up of the channel, and the pilot having to give way to the ship *Grampian*. The Court considered that Pilot Small acted with great discretion in giving way, and that the result of this enquiry, so far from showing that he exhibited any neglect in the discharge of his duties, proved that he acted throughout with the utmost precaution.]

The Chief Commissioner of British Burma confirmed the finding of the Court.

55. The British iron ship JEANIE LANDLES [of Glasgow, 1,357 tons regis-

ter, official number 76785], from Calcutta to New York with a general cargo. The vessel, whilst proceeding down the river Hooghly in pilotage charge and in tow of tug *Sestos* on the 9th April, there were three cargoboats obstructing the channel, and the ship bilged the edge of the Sangeral sand. She floated with the flood tide and proceeded on her voyage uninjured. The carpenter was struck by the end of a hawser on the thigh, was taken to hospital, and died.

56. The British iron ship KNIGHT COMPANION [of Liverpool, 1,470 tons register, official number 52845], from Calcutta to London with a general cargo. The vessel, whilst in pilotage charge, and in tow of steamer *Defiance*, fouled and sunk an up-country boat off Melancholy Point (river Hooghly) on the morning of the 9th of April. Both the steamer's and ship's helms were starboarded to try and avoid a collision. No damage to the ship. No loss of life.

57. The British wooden ship DUNCAIRN [of Belfast, 1,303 tons register, official number 45121], from Maulmain to Bombay with a cargo of timber. On the 9th April the vessel was being dropped down to a clear berth for the purpose of being taken in tow by pilot, and grounded at dead low water on a bank off Sepoy wharf, Salween river (Burma coast). She came off an hour afterwards without having sustained any damage.

58. The British wooden barque ARMENIA [of Maulmain, 326 tons register, official number not stated], from Maulmain to Mauritius with a cargo of timber. The vessel, having lost her sails, put back from sea, and anchored on the 10th April in a dangerous position between Amherst reef and Green island, off the entrance to Maulmain river (Burma coast). Whilst shifting the vessel to a safe berth, she was, through unskilfulness on the part of the pilot (the master), grounded on the rocks off Green island. The vessel floated off, but grounded again several times. She became water-logged, lost her rudder and false keel, and on the 16th she was towed up to Maulmain by the steam tug *Ava*, and in order to discharge cargo she was beached on the 19th. The vessel sustained serious damage; details not reported. No cargo lost. No loss of life. This casualty might have been avoided if sail had been set in time. The *Armenia* was subsequently broken up. [A special Court of Enquiry was held in the Court of the Assistant Commissiouer at Maulmain on the 17th, 19th, and 21st May, under section 9 of Act IV of 1875 (The Indian Merchant Shipping Act), to enquire into the conduct of John Jamieson, master, and Ahmed Bin Hoosain, chief mate. From the evidence before it, the Court was of opinion that the master, John Jamieson, showed a great want of judgment in allowing the ship to close the island without endeavouring to get the ship on the port tack in time, and recommended that his master's certificate be suspended for the period of six months. The Court was further of opinion that after the *Armenia* had struck she was evidently deserted by her crew, and that the mate, Mahomed Ahmed Bin Hoosain, was greatly to blame for not better supporting the master after the vessel struck, and recommended that his mate's certificate be suspended for a period of three months.]

There was no confirmation of the finding of the Court by the Chief Commissioner of British Burma, such confirmation not being required by the Act.

59. The British Indian muchwa SADASIO [of Bankot, 4¼ tons register, official number 2943, age 70 years], from Kilsee (a little south of Bankot) to Bombay with a cargo of wood. On the night of the 16th of April, owing to a sudden gust of wind, the muchwa drifted on to a sand bank off Kilsee, on the Bombay coast. Damage to muchwa Rs. 50.

60. The British Indian padow RUPAREL [of Surat, 6¾ tons register, official number 2157, age 38 years], from Kavi to Bhaunagar with a cargo of cotton seeds, ran on the Malpore shoal, to the south of Mál bank, in the Gulf of Cambay, on the 18th April. Damage to padow Rs. 80. Cargo all lost, valued at Rs. 318. No loss of life. This casualty was caused by the ignorance of the tindal.

61. The British iron screw steamer ETHIOPIA [of Glasgow, 1,314 tons register, official number not stated], from Calcutta to Coast ports and Bombay. The steamer, whilst turning in Garden Reach (river Hooghly) on the morning of the 21st of April, fouled a cargoboat at anchor near the Araal wreck buoy. No damage.

62. The British wooden barque BALGOWNIE [of Aberdeen, 324 tons register, official number 2321], from Cochin to Tellicherry with a general cargo. On

the 22nd April the vessel was got underweigh at half flood, and had proceeded to nearly abreast of the southern bar buoy, Cochin river (Malabar coast), when the wind fell light and she touched the ground ; she was immediately warped to the N. W. with kedge and line, and shortly afterwards left for Tellicherry. No damage.

63. The British iron barque BRITISH EMPIRE [of Hartlepool, 483 tons register, official number 58752], from Rangoon to Rio de Janeiro with a cargo of 693 tons rice. The vessel had completed loading and was lying at anchor off Dunneedaw, Rangoon river, ready to proceed to sea, when at 11-30 P.M. of the 22nd of April fire was discovered on board between the main hatch and the foremast, which appears to have been caused by sparks from the galley funnel getting down the ventilators and setting fire to the dry mats which covered the cargo in the forehold. The Captain was not on board at the time, but every effort was made to arrest the progress of the flames. The fire-engines belonging to Messrs. Bulloch Brothers & Co. did good work, and about a couple of hours after the first alarm of fire the boats of H. M. S. *Spartan* and Indian Government steamer *Irrawaddy*, and of the ship *Peep o' Day*, arrived and rendered all the assistance in their power, and the next morning the fire was completely extinguished. The vessel was loaded with rice, of which more than one-half was destroyed ; the upper and 'tween decks were completely burnt and also one of the life-boats. Value of damage not reported. No loss of life.

[A Court of Enquiry was held at Rangoon in the Deputy Commissioner's Court on the 5th May, to investigate the cause of the fire on board the above barque. The Court was of opinion that there was no foul play, and that the fire originated from either sparks having gone down the ventilator or from some wet rice causing spontaneous combustion. It was shown that this ventilator was only 8 feet from the portion of the deck-house used as a cook-house, and although the cook's statement went to show that the mouth of the ventilator was turned the other way, he was not at the cook-house during the evening before the fire occurred, and it was admitted by all the witnesses that the height of the funnel and the ventilator was about the same. It was also shown that the ventilator only reached below the deck to the top of the cargo, and the wooden one which met it was much smaller; therefore it was quite possible for fire to fall on the cargo outside the wooden ventilator. The Court recorded that the position of the ventilator was not considered safe.]

The proceedings under Act IV of 1875 did not require the confirmation of the Chief Commissioner, who merely considered them without passing any orders.

64. The British iron screw steamer ITALIA [of Glasgow, 1,452 tons register, official number 68011], from Kurrachee to Bombay with a general cargo. Her shaft broke on the 30th of April, when about 60 miles from Kurrachee (Sind coast). On the 6th May she arrived at Bombay under sail. When she was put into the Government dry dock, and after the necessary repairs were effected, she left for Liverpool on the 29th May.

65. The British iron steamer PATTERDALE [of North Shields, $885\frac{16}{100}$ tons register, official number 79213], from the Tyne and Malta to Bombay with a cargo of coals. The vessel arrived at Bombay on 29th April. At about 10 P.M. on the 1st May, whilst at anchor in Bombay harbour, a large body of smoke was seen issuing from the main hatch amongst bales of cotton which had been shipped that day. Immediate assistance was rendered and the fire was subdued at 3-15 A.M. the following morning. The cargo of cotton (510 bales) was damaged by fire and water. The ship received no damage except that her bulkhead wood lining was burnt and charred, and 5 feet of plating of the water-tight bulkhead was a little sprung and warped out of shape. No loss of life.

66. The Indian Government paddle steamer MAY FRERE [of 864 tons register, when going round the harbour in charge of Mr. Avent (Acting Harbour Master) with the members of the Bombay Port Trust, on their annual inspection of light-houses, beacons, &c., at 1-30 P.M. on the 3rd May, touched on the east side of the shoal-patch which lies about 3 cables' lengths to the eastward of Kundari Island, owing to the vessel having been rounded-to for the anchorage at Kundari too soon. The engines were immediately reversed, and she came off

without any difficulty. At about 2 P.M. on her way back to Bombay three of the paddle arms in the starboard wheel carried away. On stopping and examining the wheel, it was found to be temporarily disabled, and after having disconnected it she steamed on again with the port one, arriving at her moorings at 5-30 P.M. Damage to vessel estimated at Rs. 400. No loss of life.

[A Court of Enquiry was held at the Indian Government Dockyard, Bombay, on the 12th, 13th, and 15th May, to ascertain the cause of that vessel's grounding. The Court was of opinion that "the Acting Harbour Master was evidently in error in undertaking to steer the *May Frere* through the channel to the eastward of Kundari, without, in the first place, informing the commander that he had never been there before, as it ought to have occurred to him that he possessed no greater knowledge of the channel than did the commander himself. But, on the other hand, the commander appears to have taken too much for granted and to have relied too fully on the Acting Harbour Master's knowledge, *i. e.*, as to the extent of his familiarity with the points to be visited. There is no evidence before the Court to lead to the conclusion that the disabling of the starboard paddle wheel was due to the grounding of the vessel."]

The Superintendent of Marine suggested that the damage to the *May Frere* be made good by the Port Trust. He also informed the commander of the steamer that in his position, commanding a vessel liable to be used within the limits of the harbour, he should make himself acquainted with the navigation even more thoroughly than officers commanding sea-going vessels. A meeting of the Trustees of the Port of Bombay was held on the 22nd July, and it was resolved that the repairs of the vessel estimated by the Port Officer at Rs. 400 must be debited to the Port Trust.

67. The British Indian craft (name unknown) [belonging to Nayamosti in Sundeep, no official number, tonnage not known], from Naraingunge to Sundeep with a cargo of tobacco, grounded on the 4th May in the mouth of Noa Allum Khall in Hattyah, Sunderbuns. Damage to craft unknown. Rupees 300 worth of cargo lost. No loss of life.

68. The British Indian craft (name unknown) [of 11 tons, belonging to Kalapaneea in Sundeep, age 5 years], from Dowlut Khan in Dukhin Shabazpore to Kalapaneea with a cargo of salt, kerosine oil, tobacco, &c., grounded on the 11th May near Kallee or Dona in chur Shooshila, Hattyah Island, Sunderbuns. Rupees 514 worth of cargo lost. No damage to craft reported. (Casualty caused by strong S. W. winds.)

69. The British Indian padow DARIA DOWLUT [of Broach, 39 tons register, official number 1348, age 40 years], from Bombay to Tankaria (or Deojugan) with a cargo of coals. The vessel encountered heavy weather on the 11th of May, and was driven ashore at Umrath near Nosári, Gulf of Cambay. Damage to craft Rs. 800; cargo Rs. 855. No lives lost.

70. The British Indian muchwa LAKSHMI [of Bankot, 6$\frac{8}{4}$ tons register, official number 3073], from Kilsee (a little south of Bankot) to Bombay with a cargo of mangoes, plantains, &c. During heavy weather on the night of the 12th May the vessel drifted on to rocks lying to the north of Kilsee bunder (Bombay coast). Damage to muchwa Rs. 200. One life lost.

71. The British iron screw steamer PURULIA [of Glasgow, 993 tons register, official number 78644], from Rangoon to Maulmain and Singapore with a cargo of rice. On the 13th of May the vessel was proceeding up the Salween river with the Straits' mail and got into 19 feet of water in Lady Clifford Channel; the pilot put helm hard over to try and turn the vessel and reversed engines, but grounded in doing so. She lay aground for one tide and floated off next morning. No loss or damage. (The casualty was caused by the pilot having miscalculated the quantity of water he should have in the channel.)

[A Marine Court of Enquiry was held at Maulmain on the 7th June, to investigate the circumstances under which the above steamer grounded. The Court was of opinion that the pilot, "Hyder Ally, according to the tidal memorandum furnished by the Port Officer, showed a gross want of knowledge in attempting to take the *Purulia* through the Lady Clifford Channel so late on the tide, when at the time he was due in the channel there would be three inches less water than the draft of his steamer; *secondly*, that he did wrong in passing Natmoo when he did instead of anchoring; *thirdly*, that he showed a great want of skill in not backing his steamer when he got her into shoal water in the

channel." The Court was also of opinion that pilot Hyder Ally was too old and incompetent for any further employment as a pilot in the Maulmain river, and recommended that his license be taken away from him.] The Chief Commissioner of British Burma, however, considered that the sentence passed on Hyder Ally was excessive, and directed the suspension of his certificate for six months only.

72. The British wooden ship ROSA BONHEUR [of Liverpool, 1,391 tons register, official number 54451], from Maulmain to the United Kingdom with a cargo of timber. About the 13th of May, the vessel, proceeding down Maulmain river with two tugs, had sheered so badly that she frequently brought the tug ahead alongside, and the one alongside had to go astern to recover her; she turned at Natmoo and anchored in 7½ fathoms with 45 fathoms cable, dragged into 6 fathoms, and had to shift into deeper water to allow for fall of tide. At 5-30 P.M. the vessel commenced to weigh, and at 7-30 P.M. tripped anchor, on which vessel took a broad sheer to port against the helm and grounded below Natmoo Point. After being aground for one tide, she got off and proceeded on her voyage. No loss or damage. (The cause of the accident was owing to the vessel's bad steering qualities, and the crew having taken so long (two hours) to heave in 45 fathoms cable.) [A Court of Enquiry was held at Maulmain on the 31st May, to enquire into the circumstances attending the grounding of the above vessel. The Court was of opinion from the evidence recorded that the *Rosa Bonheur* "was a very hard ship to steer; that she had not a proper working crew on board; that her grounding below Natmoo was caused by the vessel taking a heavy sheer against her rudder; and that the pilot was not to blame for the accident."] The Commissioner of the Tenasserim Division confirmed the finding of the Court and permitted the pilot to return to duty.

73. The British iron ship BRITISH DUKE [of Liverpool, 1,420 tons register, official number 70904], from North Shields to Calcutta with a cargo of coals. The vessel, whilst proceeding up the river Hooghly on the 24th May, under pilotage charge and in tow of steam tug *Challenge*, took a heavy sheer during half-flood, parted one hawser and tore the other away from the nipper and lashings, and lay with her port bilge against the bank on the north point at the mouth of the Huldea river. She lay there for about ten minutes, when the eddy making in the opposite direction, she drifted off into mid-channel and proceeded. No damage.

74. The German iron ship EUGENIE [of Hamburg, 697 tons register, official number 15288], on the morning of the 25th of May, whilst proceeding up to her loading berth at Akyab, a sudden squall from the east struck her and she tailed the bank above Fisherman's creek. Two hours afterwards, on running a line out to the nearest vessel, she got off and sustained no damage whatever. (The Port Officer, from enquiries made, was of opinion that the pilot, Mr. Madsen, was imprudent in having got under weigh with a S. E. wind on the flood tide, and in having, under the circumstances, attempted to place a vessel in the inner moorings, but attributed this imprudence more to his eagerness to finish his work smartly than to his want of knowledge, and recommended that the pilot may be let off with a warning to be more cautious in future.)

75. The British ship LARNACA [of Liverpool, 1,436 tons register, official number 78816], from Calcutta to New York with a general cargo. On the 26th May, whilst the vessel was proceeding down river Hooghly in tow of tug *Rattler*, when about mid-channel in Hog river reach the steamer took a broad sheer in-shore; the ship's hawser was immediately slacked away, but before she could recover herself the ship drifted in-shore and took the mud flat with her starboard bilge, three-quarters of a mile below Hog river obelisk. The vessel was aground for one hour, when she floated and proceeded. No damage.

76. The British Indian brig PARIANAYAKEY [of Negapatam, 164 tons register, no official number or class], from Negapatam to Colombo with a cargo of grain and oilcakes. On the 30th of May the vessel encountered bad weather when near Olathodovai (Gulf of Manár) and lost both masts; 498 bags of grain were thrown overboard to save the ship. Damage to vessel £600; cargo £300. No loss of life.

77. The British iron flat DEEKOO [of Calcutta, 488 tons register, belonging to the India General Steam Navigation Company], in tow of steamer *Tezpore*, from Debrughur to Calcutta with a cargo of tea and jute, grounded near

Kantyebaria Point, river Hooghly, on the morning of the 3rd June. The flat was towed off the following morning. No damage.

78. The British wooden ship HOSPODAR [of St. Johns, New Brunswick, 1,548 tons register, official number 66995], from Calcutta to Amsterdam with a cargo of linseed and wheat. The vessel, under pilotage charge, and in tow of tug *Hunsdon*, on the 5th June, whilst swinging round, her stern took the flat just below Fisherman's Point, river Hooghly. The vessel was aground for about 1½ hours, when she floated and proceeded on her voyage. No damage.

79. The British iron screw steamer CORSICA [of Bristol, 1,036 tons register, official number 44819], from Bombay to Marseilles with a general cargo. At midnight of the 7th of June, when 20 miles south of Rás Farták, (South coast of Arabia), a division of partition of condenser collapsed, caused by wear and tear; vessel put into Aden for repairs. No other damage.

80. The British wooden barque COLONEL FYTCHE [of Maulmain, 407 tons register, official number 32772], from Rangoon to Kurrachee with a cargo of timber. On the 17th of June, when about S. S. E. of the Krishna Shoal light-vessel, in latitude 14° 30′ N., and longitude 96° 0′E. (Gulf of Martaban), Burma coast, the vessel experienced violent squalls and heavy head seas, causing her to leak considerably; and as many of her sails were torn to pieces, she was compelled to return to Rangoon. Damage to vessel Rs. 2,000. No cargo lost. No loss of life.

81. The French iron screw steamer PRESIDENT TROPLONG [of Marseilles, 348 tons register, official number not reported], from Marseilles to Nossi Beh (North coast of Madagascar) with a general cargo. At 9 P.M. of the 25th of June the vessel stranded at Rás Ali Besh Quail, midway between Rás Hafún and Cape Guardafui, North-East coast of Africa. She remained on shore 19 hours, and after discharging all the stores from the after compartment, and emptying three water tanks of three tons each, the vessel came off. She was anchored in order to repair her machinery until the 30th June, when she put back to Aden. The ship slightly damaged her stern. No cargo lost. No loss of life. (The casualty was reported as having been caused by strong current and thick weather. During the time the vessel was on shore the Somalis boarded her, and commenced to steal the cargo which was stowed in a cabin on the deck, and also went below to the engine room to steal the copper pipes, &c. Whilst they were engaged in their depredations, the vessel gently glided off, and the Somalis at once leaped overboard with their booty.)

82. The French iron screw steamer MEINAM [of Marseilles, 1,380 tons register, belonging to the mail service of the Messageries Maritimes, official number 4167], from Calcutta to Point de Galle with a general cargo. The vessel on the morning of the 26th of June proceeding down, dead slow, waiting for the flood, passed Hog River Point, and when near Hooghly Point she touched the Fulta sand (river Hooghly), but floated in about five minutes. No damage.

83. The British wooden barque OSPREY [of Bombay, 269 tons register, official number 59764], from Calcutta to Bourbon with a general cargo, was caught in a gale on the 27th of June, when S. E. of Cheduba Island, in latitude 18° 16′ N., and longitude 94° 9′E., Burma coast. The vessel was making water rapidly, and although the pumps were kept going, the leak gradually increased and she was compelled to put back to Rangoon. Damage to vessel Rs. 500, and 856 bags of wheat were damaged; value about Rs. 5,000. No loss of life.

84. The British iron steamer STANMORE (of Liverpool, $1{,}269\frac{49}{100}$ tons register, official number 63009), from Akyab to Malta with a cargo of rice. On the 27th of June the vessel encountered strong winds and heavy sea when in latitude 11° N., and longitude 60° E. (Arabian Sea); the decks were started and machinery disabled. The vessel slowed down to slow, and to avoid further damage she bore up for Bombay. Cargo partially lost; value unknown. No loss of life.

85. The Cingalese (British) brig CAUDASAWMY PORAVY [of Colombo, 107 tons register, official number 31105], from Colombo to Negapatam in sand ballast. On the evening of the 28th of June, when in the Negapatam roads (Coromandel coast), the vessel driving whilst at anchor with short scope, breeze fresh and sea on, fouled the brig *Mahomed Bux*, and caused damage to the amount of Rs. 165 to the latter vessel. No material damage was done to the *Caudasawmy Poravy*.

86. The British iron screw steamer VENETIA [of Glasgow, 1,728 tons register, belonging to the Peninsular and Oriental Steam Navigation Company, official number 68388], when on her outward voyage from Suez to Bombay with a general cargo, grounded at about 1-15 A.M. on the 29th June on the north extreme of Jebel Zukur Island, about 1⅓ miles west of High Island, in the Red Sea. The engines were immediately reversed full speed astern, anchors got out and stores were shifted from forward aft, water was pumped into the after compartment and 150 tons of coal was thrown overboard to lighten the ship, but all endeavours proved unsuccessful. At 6-50 A.M. the Dutch steamer *Princess Amalia* came to her assistance and hawsers were passed, which, however, parted several times. The next morning the *Princess Amalia* tried to tow her, but unfortunately got her hawser foul of her screw, and as she (the *Princess Amalia*) had mails on board, her Captain declined to tow any longer. The passengers and mails were then sent on to Aden by the *Princess Amalia*. Efforts were again renewed to extricate the ship, and after having got out a bower anchor astern she came off at about 8 A.M. on the 1st July. The *Venetia* arrived at Aden on the 2nd July. Government divers surveyed the bottom, and, having found that she had sustained no damage, she proceeded to Bombay with mails and passengers. No loss of life. (The cause of the accident was attributed to the irregularity of the currents and dense haze on horizon. No Court of Enquiry was held to investigate the circumstances attending the grounding of the above vessel as the case could not be brought under the Indian Merchant Shipping Act, 1875.)

87. The Turkish wooden barque TURSENA [of Jiddah, 816$\frac{44}{100}$ tons register, official number not known], from Maskat to Calcutta with a general cargo. The vessel (on the 2nd of July) when off Rás al Hadd in latitude 23° 16′ N., and longitude 60° 55′ E. (North-East coast of Arabia), met with heavy weather and heavy sea which carried away her upper and lower topsails and topgallant sails, and caused her to leak at the wooden ends aft. The vessel put into Bombay for repairs. No loss of life.

88. The British iron screw steamer COLUMBIAN [of Bombay, 1,404 tons register, official number 7459, age 25 years], from Bombay to Jiddah with a cargo of salt. On the morning of the 6th July, whilst proceeding through the entrance or inner gateway, Jiddah harbour (Red Sea), in charge of a native local pilot, and when between the two beacons, the vessel lost way and would not answer her helm, and consequently took the ground forward (slightly) on the reef to the southward of the channel. The engines were reversed, but it was found that she would not float off; two anchors were then run out astern with hawsers, and endeavours were made to heave her off, but to no effect. About 20 tons of the cargo was discharged into boats so as to lighten her bows, and at 4 A.M. on the 7th, after having lightened the vessel sufficiently, she was hove off and anchored in the outer anchorage. No damage to vessel or cargo. No loss of life.

89. The British iron ship COUNTY OF CAITHNESS [of Glasgow, 1,646 tons register, official number 73862], from Calcutta to London with a general cargo. The vessel, whilst proceeding down the river Hooghly in pilotage charge, grounded on a lump or spit off Jellingham sand on the evening of the 14th of July. She parted hawsers and remained aground until about 10 P.M., when, with the aid of the fore and aft sails and lower fore and main topsail, she floated and glided almost immediately into deep anchorage. No damage to vessel. No loss of life.

90. The British iron barque NORMAN MACLEOD [of Greenock, 834 tons register, official number 72420], from Liverpool to Chittagong with a cargo of salt. The master reckoned his position at noon on the 17th July by observation to be in latitude 21° 29′ N., and longitude 90° 42′ E., or 69 miles W. S. W. of Kootubdiah light, and from this position up to 8 P.M. the course steered was E. N. E., true, and the distance run by log 47 miles, which, without allowance for tides, would bring the vessel to 22 miles W. S. W. of Kootubdiah light; from 8 to 10 P.M. the course steered was N. E., true, and from 10 P.M. sail was shortened and the vessel's speed thus reduced to about 4 knots, her course being N. E. by N., true. Soundings were constantly taken, and from 10 P.M. 7 or 8 fathoms water obtained, but at 11-30 P.M. the water shoaled suddenly from 7½ to 4 fathoms. The helm was at once put up, but the next cast gave 3 fathoms, and the vessel grounded on a sandbank off Halishore

beach, about 5 miles to the north of Kurnafooli River, Chittagong coast; the tide ebbing at the time rendered the efforts made to get the ship off unavailing. The vessel subsequently got off on the 23rd after having been lightened by boats and by jettisoning cargo. Damage to vessel unknown. Cargo worth Rs. 5,000 was lost. No loss of life. [A Court of Enquiry was held under section 4, Act IV of 1875, at Chittagong on the 8th September to enquire into the circumstances of the grounding of the barque *Norman Macleod*. The Court was of opinion that the master was to blame for not anchoring when he failed to make the Kootubdiah light by 9 or 10 P.M., as he had reason to know that the tides along shore were strong and variable, and especially as the night was not a clear one. He seems to have depended much on the soundings, and it must be noted in his favour that the soundings given in the chart on which he relied were, according to the experience of the Port Officer, considerably below the actual soundings made in that locality during the south-west monsoon and freshets. The tides are very strong in the south-west monsoon along this coast; they are also so variable in their strength that steamers regularly visiting this port are often set some miles to the northward, although they may have taken a departure from Akyab some 24 hours previously. It is not therefore to be wondered at that the master of the *Norman Macleod*, a stranger to the port, failed as he did; and apart from the initial error of judgment in not anchoring as sound prudence would have dictated, the master seems to have acted with due care, to have been himself constantly on deck, and to have taken every possible precaution. His anxiety to get into port as quickly as possible, and to do the best he could for his owners, no doubt prompted him to adopt the course he followed. But the Court did not consider that the circumstances shown warranted a charge of incompetency or misconduct, and recorded it as their opinion that the master must be considered as having acted rashly in not anchoring early on the night of the 17th July.] The Lieutenant-Governor of Bengal approved of the decision of the Court.

91. The British wooden barque TAITSING [of Greenock, 816 tons register, official number 49555, age 15 years], from Bombay to Maulmain in ballast. On the morning of the 18th of July the vessel, in pilotage charge of Mr. Piper, when getting under weigh in Bombay harbour to proceed to sea, fouled the Indian Government Hulk *Semiramis* which was lying at fixed moorings in the harbour. The *Taitsing's* two shackle bolts of her martingale and flying martingale stays fell overboard and cutwater chafed. The *Semiramis* had four timbers and 12 feet of bulwarks on port quarter and three awning stanchions carried away and deck-house started. (The cause of the accident was by shifting the helm from port to starboard, and the anchor of the *Taitsing* not going down when let go.) No loss of life. [A Committee was appointed on the 18th July for the purpose of enquiring into the cause of the above collision. From the evidence of the Captain, Chief Officer, and also of Mr. Pilot Piper, the Committee reported that it was their opinion that "the collision was caused by an error of judgment on the part of the pilot in ordering the helm from hard-a-starboard and then to hard-a-port again, thereby retarding the movement of the vessel for a time in paying off under her port helm;" and added, "but we must state that had the order to let go the anchor been carried out with anything like promptness, the accident might have been avoided." The Trustees of the port, on the recommendation of the Port Officer, fined the pilot Rs. 100, and cautioned him to be more careful in future.]

92. The British iron screw steamer MAHRATTA [of Glasgow, 504 tons register, belonging to the British India Steam Navigation Company, official number 53368], from Chittagong to Calcutta with a general cargo and the homeward mails from Burma. The vessel, on the evening of the 18th July, in going to the assistance of the barque *Norman Macleod*, approached too close and grounded on a sandbank N. W. by N., 4 miles from Patunga point, Chittagong coast. At noon of the 21st she floated at high water without having received any apparent damage.

93. The British iron screw steamer ARAGO [of Liverpool, 1,061 tons register, official number 74531], from Bombay to Dunkirk with a cargo of linseed. When the engines turned astern the propeller slipped off the shaft whilst in Aden inner harbour on the 19th of July. Loss of propeller; no other damage to vessel.

94. The British iron ship BLAIR ATHOLE [of Glasgow, 1,697 tons register, official number 71654], from Leith to Rangoon with a cargo of coals. On the morning of the 21st July, whilst in pilotage charge, the vessel just canted from her previous anchorage, and when she shoaled her water the anchor was let go, but too late to prevent her grounding, when about one cable below Case's buoy, Rangoon river (Burma coast). She remained aground for two hours and then floated off. No damage. No loss of life. (Cause attributed to the pilot not letting go the anchor in time.) [A Court of Enquiry was held at Rangoon on the 13th August at the Deputy Commissioner's Court in accordance with Rule XXIV of the Rangoon Pilot Rules to investigate the circumstances relative to the grounding of the ship *Blair Athole*. The members of the Court were unanimous in thinking that the pilot Mahomed Hossain was most imprudent in starting from his place of anchor on the morning of the 21st July while there was only a light variable wind, and that he endangered the safety of the ship by not anchoring in at least 5 fathoms when he knew by the lead that the water was rapidly shoaling, that the tide was bearing the vessel towards the mud flat, and that the force of the wind was not nearly sufficient to counteract the effect of the tide which was carrying the ship into danger. In taking into consideration the punishment due to the pilot, two of the members of the Court considered that a reduction to 16 feet draft would be too severe a punishment for a man who had served so long and successfully; whereas the other member and the president were of opinion that the welfare of shipping must be the first consideration, and that pilot Mahomed Hossain was not a fit person to have charge of vessels of such deep draft as 18 feet. The Court remarked that a great many sailing ships and steamers come into port under 16 feet and Mahomed Hossain will not be deprived of a living. His first trial was in October 1878 for grounding the ship *Maria,* and his second in November 1879 for fouling and sinking the spit buoy. This was the third case.] The Chief Commissioner of British Burma, in confirming the finding of the Court, remarked that "Mahomed Hossain's record as a pilot was very bad. In October 1878 he grounded the *Maria*, in March 1879 he grounded the *Celerity*, in November 1879 he fouled and sank the spit buoy, and now in July 1880 he had grounded the *Blair Athole.* The Government of India, moreover, in May last, on consideration of the previous papers, went out of their way to order the cancelment of this pilot's license. Under all the circumstances, the Chief Commissioner considered that Mahomed Hossain could not be usefully kept on duty in the Rangoon River, and directed the cancelment of his license altogether. If the Rs. 1,000 fine imposed on him in April 1880, for having fouled and sunk the spit buoy in November 1879, has not been paid, it, or the unpaid balance, may be remitted."

95. The British iron barque BRITISH SOVEREIGN [of Liverpool, 1,294 tons register, official number 51030], from Liverpool to Chittagong with a cargo of salt. On the 27th of July the vessel sheered alongside the bank and caught by the heel, above Doma khallee in the Kurnafooli river, Chittagong coast. She got off at quarter flood after having been aground for 9 hours. (Casualty caused by the freshets.) No damage.

96. The British iron screw steamer DUKE OF DEVONSHIRE [of Barrow, 1,967 tons register, official number 68222], from Calcutta to London with a general cargo, grounded at 6-25 P.M. on the 29th July in the Jellingham channel, Hooghly river; the vessel's head came round to the N. E. and remained so until the flood came in. At 2 A.M. on the 30th the vessel being afloat, she steamed down into anchorage. No damage. (The cause was attributed to deterioration of channel.)

97. The American wooden ship REMBRANDT [of Boston, 1,414 tons register, official number 100887], from New York to Calcutta with a cargo of kerosine oil. On the morning of the 31st of July the vessel was proceeding up the River Hooghly, and whilst turning round at Fisherman's Point (in tow of steam tug *Court Hey*) took the extreme edge of the flat below Fisherman's Point. She floated on the flood making at 4-50 P.M., having been aground 11 hours, but sustained no damage.

98. The British iron screw steamer KILWA [of Glasgow, 993 tons register, belonging to the British India Steam Navigation Company, official number 78638], from Rangoon to Maulmain with a general cargo, grounded on the

morning of the 1st of August on the west side of Bheeloo-gywon sand, entrance to Maulmain river, Burma coast. Directly the steamer touched, she went full speed astern, but finding that she did not get off, the starboard anchor was let go to keep her head round to the sea, and as the tide rose more chain was paid out. The engines were working all the time. At 11 A.M. the hawse-pipe was carried away and the master tried to run out a kedge, but the tide and sea were too strong. The steamer then passed a hawser to the S. S. *Ava* for the purpose of running out an anchor, but the attempt failed. At 2 P.M. the mails were transhipped to the S. S. *Ava* and forwarded on to Maulmain. On the 2nd the pilot steamer *Defiance* with the assistance of the *Kilwa's* engines made endeavours to move the ship, but without success. Subsequently, on the 3rd August (at 12-30 P.M.), the pilot steamer *Defiance* towed the *Kilwa* off. Damage to vessel about Rs. 2,000. No cargo lost. No lives lost. [A special Court of Enquiry assembled on the 6th August at Maulmain, under section 4 of Act IV of 1875, to investigate the circumstances attending the above stranding. The Court having heard the statements of the Captain and three officers of the S. S. *Kilwa*, considered that Captain Dowker under the circumstances took all reasonable precautions in navigating his vessel from Rangoon to Maulmain on the night of the 31st July. The Court considered that the course set was a safe one, the patent and common log were kept going, the lead was kept regularly going, the distance was not run by 8 miles as shown by the log, and the Court has worked up the courses and examined the deviation card and log book, and it found that they agreed with the Captain's statement. At that state of the tide the Court considered that Captain Dowker was justified in expecting a southerly set of 2 miles per hour at least, which ought to have brought him to the point he expected to make,—namely, between Green Island and Double Island. There is no doubt that the vessel overran her distance and went out of her course, but there is no evidence to show how she did so. And with the evidence before it, the Court saw no grounds for attributing any incompetency or misconduct on the part of Captain Dowker in the matter of the stranding of the S. S. *Kilwa*.]

99. The British iron ship PLASSEY [of London, 1,683 tons register, official number not stated], from London to Calcutta. At 6 A.M. on the morning of the 8th of August smoke was seen to issue from the fore peak (coal hole) of the vessel whilst she was lying at No. 5 Esplanade moorings, River Hooghly; the fire-engine steamer was promptly on the spot and filled the compartment with water and all danger had passed by 10 A.M. No damage to vessel reported. No loss of life. (The casualty was attributed to the store coals having caught fire by spontaneous combustion.)

100. The British iron screw steamer JEDDAH [of Singapore, 993 tons register, belonging to the Singapore Steam Ship Company, official number 67990], from Singapore and Penang to Jiddah with 800 tons general cargo, 50 crew and 992 pilgrims. The vessel appears to have experienced heavy weather for the greater part of her voyage, and on the 3rd August the wind increased almost to a hurricane with high breaking sea. On this date the boilers started from their fastenings and began to work, and steps were subsequently taken to secure them with wedges. The weather increased in severity until the 6th; on that day about 9-30 P.M. the fresh valve of the port boiler broke and the ship had to be stopped for repairs, and the vessel then, it was considered, commenced to leak considerably, having shipped much water previously. As soon as repairs were executed, at 1-30 P.M. on the 7th, the vessel again proceeded under steam when the fresh valve on the starboard boiler also broke, and after again stopping for repairs the ship proceeded at 8-30 P.M. with one boiler only. All hands and passengers were then working at the pumps and baling, and as the water appeared to increase, the bilge injection was utilised and the leak reduced, but that became choked and the vessel stopped to clear it. In consequence of the quantity of water in the stoke-hold, and from the temporary wedges and supports to the boilers having washed away, and the boilers working backwards and forwards owing to the rolling of the ship, every connection pipe was carried away, the engine-rooms became untenable and a wreck. Sail was apparently set as soon as the engines became useless, but these were blown away and other sails subsequently set when the wind moderated. In the meantime pumping and baling was resorted to, and the passengers appear to have given

willing assistance up to the evening of the 7th August. On that day the master ordered the boats to be got ready, provisioned, armed and swung out; but the passengers were partially disorganized and appear to have entertained the idea that the boats were going to leave the ship. The master then appears to have decided to hang the starboard lifeboat astern, and to remain in it with his wife and the first engineer and a boat's crew until daylight, being afraid of his own and his wife's life being attempted if he remained on board. When the boat was lowered the pilgrims commenced to throw boxes, pots and pans, and anything they could lay hands on, into the boat; seeing they could not prevent the lowering of the boat, they attempted to swamp it. The captain and a portion of the crew then deserted the ship at 2-30 A.M. on the 8th when in latitude 11° 55′ N., and longitude 51° 55′ E., off Cape Guardafui (N. E. coast of Africa). At about 4-30 P.M. of the 8th August the S. S. *Antenor*, seeing signals of distress, bore down on the disabled ship; and the master of the *Antenor*, after ascertaining the state of affairs, sent his chief officer on board and took charge and brought the *Jeddah* in tow to Aden, where she arrived on the 11th August. Damage to ship not reported. The damaged cargo was landed and sold by auction for Rs. 307. The captain, chief engineer, and twenty of the crew were picked up and brought to Aden by the S. S. *Scindia* on the 10th August. The second officer, seven of the crew and three of the pilgrims were drowned in attempting to leave the ship at the same time as the captain; the remainder of the passengers and crew were saved in the vessel. The *Jeddah*, after being surveyed and repaired, sailed from Aden on the 29th September for Jiddah (with 269 native pilgrims on board), and thence to Alexandria to load a cargo for London. [A Court of Enquiry, under section 5 of Act IV of 1875, was held in the Court of the Resident at Aden on the 11th August, to investigate the circumstances attending the abandonment at sea of the above vessel. The Court, after a careful enquiry into all the details connected with this case, was of opinion that the master was guilty of errors in judgment and of gross misconduct on the following points: In not having kept up a regular system of reducing the leak when the fastenings of the boilers, which were placed athwartships in the *Jeddah*, were defective. In having ordered the boats to be got ready, provisioned, &c., thereby inducing a disturbance. In having caused disorganization and discontent at a time when none of these feelings should have been engendered. In not having taken his passengers into his confidence, or endeavouring in the least degree to dispel fear, or raise their hopes or energies in anything, when they appeared ready and willing to assist. In having been indirectly the cause of the death of the second officer and ten natives in abandoning his disabled ship with nearly 1,000 souls on board. In having shown a want of anxiety for the fate of the *Jeddah* by not doing all in his power to instance the *Scindia* to search for her. In having entirely forgotten his first duty as a shipmaster in being one of the first instead of one of the last to leave his disabled vessel. In having shown a painful want of nerve as well as the most ordinary judgment, and thereby allowed his feelings to master the sense of duty it is the pride of every British shipmaster to vaunt. The Court felt compelled to mark their sense of the master's (Joseph Lucas Clark) conduct by ordering, subject to the confirmation of the Bombay Government, that his certificate of competency as master be suspended for a period of three years. The Court also recorded their disapprobation of the conduct of the first officer of the *Jeddah* (Mr. Williams) who may be said to have more than aided and abetted the master in the abandonment of his vessel. The Court added that no attempt was made to induce the master and officers of the *Scindia* to make any search for the *Jeddah* after picking up the master and others, but considered great commendation due to the master and chief officer of the S. S. *Antenor*, not only for rescuing those on board the *Jeddah* from a perilous position and shipwreck, but also for saving a valuable ship and her cargo from loss.]

The Governor of Bombay confirmed the finding of the Court, but remarked that "the Merchant Shipping Act in the case of a Board of Trade certificate only requires the confirmation of the Local Government with reference to the regularity of the proceedings. Had I been advised that any option rested with it, with reference to the details, I should have declined to confirm them, as I think the sentence inadequate to the offence committed by the master of the *Jeddah* as described by the Court. Assuming that his abandonment of his ship, with-

out necessity and with the probable loss of an enormous number of helpless people for whose safety he was responsible, was the result rather of cowardice and want of resource than of inhumanity, his subsequent conduct in not doing his utmost to procure them succour showed that latter quality. But in either point of view he has, in my judgment, shown himself entirely unfit to be entrusted with the charge of life and property at sea."

101. The British iron screw steamer GANNET [of Leith, 1,187 tons register, official number 70789], from Calcutta to Colombo and London with a general cargo. At 10-40 A.M. on the 12th of August, just after passing Lower Crossing Creek at Moyapore (River Hooghly) to enter fairway track, grounded a little to the northward of the fairway track, where she lay until the tide rose and floated at 12-45 P.M. The vessel not making any water, but having a great list to starboard, the captain and pilot deemed it expedient to bring the vessel back to Calcutta for survey. No damage reported. A fireman jumped overboard and was drowned.

102. The British iron ship CAPE VERDE [of Glasgow, 1,711 tons register, official number 67949], from Calcutta to London with a cargo of rice, wheat, and seeds. The vessel left the Esplanade moorings at 6 A.M. on the 12th August on her way down the river preparatory to going out to sea, and when off the India General Steam Navigation Company's yard near Garden Reach, the Assistant Harbour Master in charge directed the anchor to be let go in 16 fathoms of water in consequence of the steamer *Maharajah* and the ship *Juror* (which were also proceeding down the river) being immediately ahead. At about 7 A.M., when the passage was clear, the Assistant Harbour Master ordered the anchor to be lifted, and the starboard helm was put to, but the *Cape Verde*, refusing to answer her helm, sheered round in an eddy or flurry of tide, and ran foul of No. 13 ebb buoy, Garden Reach moorings, River Hooghly. The force of the collision broke the ring of the buoy, and the vessel, having fractured an inner plate, sprang a leak, making about six inches of water an hour. The port fire-engine was quickly alongside and pumped the water out of her. The vessel was then towed up to Hastings and beached. After discharging cargo she was docked for repairs. Damage to ship, value unknown; of the cargo 982 tons were partially destroyed and damaged. Two coolies, whilst discharging cargo, fell into the hold and died from effects of bad gas arising from damaged rice and wheat.

[A Port Commissioners' Court of Enquiry was held at Calcutta on the 23rd August to enquire into the conduct of the Assistant Harbour Master, Mr. Wheeler. The Committee, after having carefully considered the evidence in this case, attached no blame to that officer, but attributed the accident to the strong and eddying currents caused by the freshets in the river, and partly to the bad steering qualities of the ship.]

103. The French wooden barque PHARO [of Marseilles, 615 tons register, official number not reported], from Calcutta to Bourbon with a cargo of rice, grounded whilst proceeding down the River Hooghly on the 13th August in the Jellingham channel below Mud Point. The vessel floated at 10-5 A.M. after having been aground for an hour and a half. At the captain's request the pilot returned to Calcutta with the vessel to have his copper examined on account of his insurance. The vessel was docked on her return to town and examined by surveyors appointed by the French Consul, when it was discovered that the only damage she sustained from the grounding was to her metal, which was a little torn and rumpled in some places; this having been replaced, the vessel proceeded on her voyage.

104. The British iron ship GOLDEN FLEECE [of Greenock, 1,287 tons register, official number 62089], from Liverpool to Calcutta with a cargo of salt. On the evening of the 13th of August the vessel had sailed up the River Hooghly to above Budge-Budge mills, and on the following morning (14th) when about casting ship the vessel took the wrong cant, catching the ebb on her starboard quarter, and starting her anchor, took a stern board for the eastern bank, and before she could gather headway with the aid of sails her heel took the ground at Budge-Budge reach; Fort Gloucester mills, bearing N. 28° W., Budge-Budge chimney, S. 5° E., and Oolobarriah creek open of point Jelly. The vessel floated off as she was passing hawsers to the tug *Mary Stuart* at 2-40 P.M. after having been aground for 8 hours. No damage.

105. The British wooden ship CASTLEMAINE [of Liverpool, 1,361 tons register, official number 45376, age 18 years], from Mauritius to Rangoon in ballast, At 5-30 P.M. on the 17th August ship parted her cable in a squall and fouled a cargo-boat at Monkey point, Rangoon river (Burma coast). The *Castlemaine* sustained partial damage to windlass, rudder, &c., value £200. No loss of life. Damage to cargo-boat not reported. (This casualty, under the circumstances, was unavoidable.)

106. The British wooden ship FEARNOUGHT [of Liverpool, 1,292 tons register, official number 47455], from Rangoon to the Channel with a cargo of rice. On the night of the 18th of August, when 17 miles S. E. ½ S. of the China Bakeer light, Gulf of Martaban, the vessel, during squally weather with cross sea, sprang a leak and returned to Rangoon. When the vessel arrived up the river on the 20th she was too deep in the water, and the pilot, as desired by the master, put her in a berth suitable for discharging cargo so as to lighten the vessel as also to avoid putting her to any expenses. The captain, after having the vessel surveyed, had to discharge some of the upper portion of her cargo in Rangoon before leaving port the second time. No damage to ship. [A Court of Enquiry was held at Rangoon on the 7th September at the Deputy Commissioner's Court, in accordance with Rule XXIV of the Rangoon Pilot Rules, to investigate the circumstances relative to the conduct of Mr. Pilot Berry in connection with the ship *Fearnought*, of which he was in charge. Mr. Mack (the Assistant Port Officer) at an early stage of the enquiry abandoned the first charge (of misconduct in leaving the ship) framed under Rule XIV. The Court was of opinion that instead of Mr. Mack proving the second charge (in having endangered the safety of the ship), the evidence quite showed that the pilot's conduct was such as not to bring him under any terms used in Section XXIV of the rules; in fact, the nautical members of the Court said that what he did under the circumstances was perfectly right, and that the *Fearnought* was much safer where he anchored her than she would have been further up the channel, where it was so much narrower. They also said that in their opinion the single anchor was safer as long as there was no unusual weather to cause the vessel to drag it, for it allowed her to swing to the tide without fouling or rather twisting her cables, and the chief officer showed that she always swung one way. They further considered that the vessel was not in danger even supposing bad weather had set in, as the chief officer held a master's certificate and was quite competent to take charge of the ship, which he did, and that he was ready to let go the second anchor if necessary. The other member and the president saw no grounds for going against this opinion, as there was no rule or regulation pointed out by the marine authorities prohibiting a pilot from anchoring in the place where Pilot Berry left the *Fearnought*. The Court considered that if an error had been committed, the master of the *Fearnought* was responsible and not Pilot Berry. The Court was of opinion that the leak was of such a nature as to be easily kept down by occasional working of the pumps on board, and that the master's first intention was to have the survey party go down to the *Fearnought*. After seeing the agents he decided to bring the ship up simply because he found the expenses would be greater to have the survey take place where she was then at anchor.] The Chief Commissioner of British Burma, in reviewing the report of the Court, said that with respect to the charge of endangering the safety of the vessel under Rule XXIV the evidence was somewhat conflicting, but all things considered was on the whole rather favourable to Mr. Berry than otherwise. Mr. Berry was requested by the master of the *Fearnought* to place the vessel in a position suitable for discharging cargo and to incur as little expense as possible in doing so, and these instructions were carried out by him with reasonable care. As to Rule XIV, it was difficult to say what the rule really is. The first part of it is inconsistent with the second, and a strict compliance with the second part is well-nigh impracticable. Pilots must not leave the ship of which they are in charge otherwise than under a medical certificate or with the permission of the Master Attendant. In such a case as that of the *Fearnought* the pilot's duty would seem to have ended when he had brought to an anchor in the situation desired. If the master had desired him to stay on board till he returned from town, the case would, of course, have been different, but the master plainly consented to his quitting the ship. On these grounds the proceedings were confirmed by the Chief Commissioner.

107. The British iron barque ELLEN BATES [of Liverpool, 1,015 tons register, official number 26046], from Liverpool to Chittagong with a cargo of salt. Vessel grounded slightly on the 21st August when anchored in 5 fathoms, Chittagong river, entrance lights bearing E. by N.; and again on the 23rd when at anchor up river abreast Doma-khallee. No damage.

108. The French iron steamer DIOLIBAH [of Marseilles, 1,092$\frac{26}{100}$ tons register, official number not reported], from Glasgow to Bombay with a cargo of coals, grounded on the 22nd August on False Rás Gharib, in the Gulf of Suez, Red Sea. She sustained considerable damage to her plates. The vessel arrived at Bombay on the 4th September, and was docked on the 7th October; after having been surveyed she left for Jiddah on the 22nd October. No damage to cargo. No loss of life.

109. The British iron ship STAR OF THE SEA [of Liverpool, 1,437 tons register, official number 76481], from Calcutta to London with a general cargo. Whilst proceeding down the River Hooghly in pilotage charge and in tow of steam tug *Court Hey*, the vessel grounded at 8-35 A.M. on the 27th August on Moyapore flat. She floated at 2-45 P.M., when she was taken in tow and proceeded. No damage.

110. The British iron screw steamer ORION [of Liverpool 1,458 tons register, official number 69305, belonging to the "Star" line of steamers], from Liverpool to Colombo and Calcutta with a general cargo. On the 27th of August, whilst in latitude 12° 40′ N., and longitude 47° 40′ E. (Gulf of Aden), the shaft coupling-bolts broke, caused by fair wear and tear. The vessel was detained at Aden for repairs for 6 days. No other damage. No loss of life.

111. The American wooden ship THOMAS DANA [of Boston, 1,445 tons register, official number 24967], from Calcutta to New York with a general cargo. Whilst proceeding down the River Hooghly in tow of steamer *Challenge*, the vessel touched the ground slightly at Moyapore on the morning of the 28th of August. No damage.

112. The British iron screw steamer ITALIA [of Glasgow, 1,451$\frac{55}{100}$ tons register, official number 68011], from Glasgow to Bombay with a general cargo. On the 29th August, when in the Gare Guerin, Suez Canal (Red Sea), the vessel while making fast for the night, her bow rope being fast and quarter in the act of being hove in, the S. S. *Duke of Argyle* ran into the *Italia's* port quarter, carrying away her rails, flagstaff and signal light, and the *Duke of Argyle's* anchor which was swung out going through the after-part of the *Italia's* wheel house. No damage reported to the S. S. *Duke of Argyle*. No loss of life. (This casualty might have been avoided by stopping and reversing the engines in time.)

113. The Spanish iron screw steamer LEON [of Bilbao, 1,650 tons register, official number not stated], from Liverpool *viâ* Suez to Manilla with a general cargo. On the 29th August, when proceeding down the Red Sea, steaming 11 knots, the master suddenly altered his course to pass through the Small strait, instead of the Large strait he was previously heading for, and grounded his vessel on the N. E. bank, Perim Island. On the 30th the Liverpool Salvage Association tug *Mercury* and H. M. S. *Philomel* proceeded from Aden to render assistance, and the *Leon* after throwing overboard 60 tons of coal was got off. The *Leon* was bringing out pumps for the raising of the *Duke of Lancaster*, which she afterwards transferred to the S. S. *Mercury*. No damage to vessel reported. Crew 71 men and 10 passengers. No loss of life.

114. The British iron ship BAY OF NAPLES [of London, 1,621 tons register, official number 73588], from Liverpool to Rangoon with a cargo of salt. The vessel was passing through the western entrance of Monkey Point channel, Rangoon river, at 4-40 P.M. on the 31st of August, under pilotage charge and in tow of tug *Ajax*, when the pilot to avoid fouling a cargo-boat anchored the vessel, but in doing so the ship immediately canted with her head to the southward and grounded above the Hastings shoal. When the flood made, the vessel got off after being aground for 3½ hours. No damage.

[A Court of Enquiry was held at Rangoon on the 15th September in the Deputy Commissioner's Court in accordance with Rule XXIV of the Rangoon Pilot Rules to investigate the circumstances relative to the grounding of the above ship. The Court on the evidence before it was unanimously of opinion that Pilot Hanley was not to blame for the grounding of the *Bay of Naples*, and that there

was nothing whatever to show that he acted recklessly. The evidence brought forward by the prosecution was really conclusive for the defence, for it showed that there was not less than 27 feet of water in the Monkey Point channel, and that Pilot Hanley, rather than run down the cargo-boat, tried to let go between her and the edge of the shoal, but in doing so the vessel took a sheer, and before the pilot could anchor, she grounded. No damage had occurred to the vessel. In concluding, the Court recognised fully the necessity that existed for the adoption of some special measures for maintaining this channel free from obstruction by boats, and invited attention to the remarks made by a Marine Court held on the 4th May 1880 recommending the same.] The Chief Commissioner of British Burma, in reviewing the proceedings of the Court, remarked that "the enquiry appeared to have been anything but satisfactory. The only evidence as to the state of the tide was that of the commander of the tug *Ajax*, who was already committed to an opinion, having signed the pilot's report as correct. The master of the *Bay of Naples* spoke of the tide as being almost at its last ebb. The pilot's statement said the vessel grounded 2 hours and 41 minutes before the lowest ebb. Independent evidence should have been taken as to the condition of the tide and the depth of water in the channel at the time. The blame of the accident was thrown on the cargo-boat, but every pilot knows that the channel is constantly used by cargo-boats, and in entering the channel at that stage of the tide it was Mr. Hanley's duty to have taken account of the probability of meeting cargo-boats on the way. The facts as to the rain and thickness of the weather, and to the possibility of making out a cargo-boat in such a place before the vessel entered the channel, should have been made clear. The charge had been confined to the act of taking the vessel through the channel at a low state of tide, but it might have been extended to the conduct of the pilot in handling the vessel when close to the cargo-boat. It would have been more satisfactory if it had appeared in the proceedings whether he handled the vessel skilfully or not, considering that the result was so unsuccessful." The Chief Commissioner considered it unnecessary to order the Court to re-assemble or to interfere with the finding of the Court, but trusted that the Marine Department would take more pains in future cases to assist the Court in conducting enquiries.

115. The British iron barque FALSTAFF [of Liverpool, 1,418 tons register, official number 70923], from Liverpool to Chittagong with a cargo of salt, grounded (being too late on tide) on the bar at the entrance to Kurnafooli river on the 1st September. She remained aground about 24 hours, and then floated off. No damage.

116. The British iron screw steamer MERCURY [of Liverpool, 135 tons register, official number 65928]. The vessel usually remains at Suez, but had come to Aden with steam pumps, &c., for the *Duke of Lancaster*. On the 30th of August she left Aden to render assistance to the Spanish steamer *Leon*, which vessel had grounded on the N. E. bank of Perim Island, and on the afternoon of the 2nd September, whilst engaged in towing, the *Leon* came off suddenly before the *Mercury* could get clear; the latter vessel lost an anchor, and 60 fathoms chain, windlass broken, damage to hatches and steam-pipe covering, and two warps damaged in towing. No lives lost.

117. The British wooden ship STATELIC [of Maulmain, 1,075 tons register, official number 41883], from Cochin to Maulmain in ballast, sprung a leak on the 6th September when in latitude 5° 58′ N., and longitude 81° 59′ E. (off the south-east coast of Ceylon), and put into Trincomalee for repairs. Damage to ship unknown. No loss of life. (Leak probably caused by the ship's age: she was upwards of 20 years old.)

118. The British iron ship SLIEVE MORE [of Liverpool, 1,667 tons register, official number 76486], from Singapore, *viâ* Chittagong, to Dundee with a cargo of jute. At 6-30 P.M. on the 8th September the vessel broke her sheer during a strong spring ebb tide, and grounded on a mud bank west of Patunga flagstaff, entrance to Kurnafooli river (Chittagong coast), and was got off when the flood made. The vessel again grounded on the following morning with the same result. No damage.

119. The British iron screw steamer AFGHAN [of Glasgow, 1,439 tons register, official number 78572], from London to Barra, *viâ* Suez, with a general cargo and a quantity of machinery, grounded at 4-55 P.M. on the 12th September on

Erg-el-Allem shoal near the entrance to the Inner Gateway, Jiddah harbour, Red Sea. The vessel after having discharged about 400 tons of cargo (principally machinery) floated off at 12-55 P.M. on the 14th. (The master attributed the stranding to the absence of the red buoy marking the most eastern point of reef near the Inner Gateway.) One box of brass tubes was lost. No damage to ship.

120. The British iron screw steamer CITY OF CAMBRIDGE [of Glasgow, 1,490 tons register, official number 63807], from Glasgow to Calcutta with a general cargo. The vessel, when proceeding up the River Hooghly on the 14th September under pilotage charge, grounded on Kantye-bariah flat at 9 A.M. On the 15th the tug steamer *Court Hey* was sent down with twenty cargo-boats to lighten her, when at 9-30 A.M. on the 16th she floated off, after having been lightened of about 200 tons of cargo; she then proceeded up the river. No damage.

121. The British iron screw steamer LENNOX [of Leith, 1,327 tons register, official number 82004], from Calcutta to Jiddah with a cargo of grain. On the 21st September, at 7-30 A.M., in turning from a little below the Lower College Sand buoy, and when nearly athwart the tide, the pilot directed half speed astern in order to give the vessel more sternway, but she began to gather headway, instead of going astern, faster than before. The pilot then directed full speed astern, but as she was gathering sternway again, the forefoot just grazed the bank for a moment off Camberbatches point, River Hooghly. No damage.

122. The Spanish iron brig VICTORIA [of Bilbao, 1,900 tons register, official number not stated], from Singapore to Liverpool with a general cargo, and 50 Europeans and 165 pilgrims, passengers. When about 160 miles east of Aden, on the morning of the 21st September a crack was found in the forward web of the after-crank. She put into Aden for repairs, No damage to hull. No loss of life.

123. The British brig CASSANDRA [of Calcutta, belonging to the Hooghly Pilot Service] was at anchor at the Sandheads cruising station. On the 22nd of September the S. S. *Peshawur* sighted the pilot brig *Cassandra* on starboard bow, riding to the ebb tide; at 12-10 A.M. proceeded half speed, and edged down towards her, keeping her on the starboard bow throughout; at 12-52 the engines were eased, and a few minutes after they were stopped, with the helm hard-a-starboard to lay the ship head to tide and parallel to the brig. This not having the desired effect, the *Peshawur* went easy ahead to make her answer her helm, but finding that she steadily refused to come to, reversed full speed, but too late to avoid fouling the brig. The *Cassandra* was struck at 1-10 A.M. on the port bow, although the usual lights were shown all the time and through the remainder of the night. The brig sustained considerable damage, amount not reported. She was towed up to Calcutta by the tug steamer *Challenge* the next day for repairs. Damage to *Peshawur* not reported. No loss of life. (No Court of Enquiry was held, but the *Peshawur* was to blame in this case.)

124. The British iron barque ASTERION [of Shoreham, 509 tons register, official number 62506], from Liverpool to Chittagong with a cargo of salt. At 4 P.M. on the 25th September, whilst approaching the entrance to Kurnafooli river (Chittagong coast), with the wind free, the pilot kept ship too much to northward and she grounded when three-quarters of a mile south-east of the buoys. She got off with the aid of steamer and lighter after being aground for two days. No damage. (Cause attributed to gross neglect of pilot.) [A Court of Enquiry was held at Chittagong on the 7th October to enquire into the conduct of the pilot, Muzlish Khan. The Court found him guilty and recommended that he be dismissed the service for gross neglect of duty.]

125. The British iron ship GATEACRE [of Liverpool, 1,355 tons register, official number 76541], from Calcutta to Mauritius with a cargo of rice. The vessel, whilst proceeding down the River Hooghly in pilotage charge and in tow of steam tug *Defiance*, came across Moyapore No. 2 track about 7-45 A.M. on the 27th September, and following the line of the bank, when between 2 and 3 on the Moyapore shore the vessel shoaled and brought up suddenly. At 6-30 A. M. on the 28th, with steamer astern, ship floated almost directly strain came on hawsers. No damage.

126. The British iron ship LA ESCOCESA [of Liverpool, 946 tons register, official number 58939], from Liverpool to Calcutta with a cargo of salt. The vessel, whilst proceeding up the Jellingham channel, River Hooghly, in pilotage charge and in tow of steamer *Challenge*, took the ground at 9-30 A.M. on the 28th September, and at 3-20 P.M. she floated. No damage to vessel. (Cause unknown.)

127. The British iron screw steamer SCINDIA [of Glasgow, 2,040 tons register, belonging to the British India Steam Navigation Company, official number 80461], from Calcutta to Bombay with a general cargo. Whilst proceeding down the River Hooghly on the 28th September, her stem touched the bank as she was being turned round at Camberbatches Point. She rolled and gathered sternway from the bank, and the vessel continuing to turn she proceeded without sustaining any damage.

128. The British iron screw steamer PESHWA [of Liverpool, 1,399 tons register, official number 81350], from Bombay to Calcutta with a general cargo. The vessel, whilst proceeding up the River Hooghly under pilotage charge, grounded on the bank at Jar Maker's reach about 150 yards below the crossing mark at 12-20 P.M. on the 1st October, caused by the breaking down of the steam steering gear. The vessel floated at 10-15 P.M. No damage.

129. The British iron screw steamer ARABIA [of Glasgow, 675 tons register, official number 47841], from Calcutta to Rangoon and Maulmain with a general cargo. At 1-30 P. M. on the 2nd October the vessel was proceeding up the Maulmain river on flood tide, and in turning to anchor off town the pilot went a little too far to westward and grounded very lightly on the mud on west bank of river. She floated off without assistance in half an hour. No damage. No cargo lost. [A Pilot's Court of Enquiry was held at Maulmain on the 25th October under the Pilot Rules of the port of Maulmain, and the pilot, Mr. Watts, was found guilty of error of judgment.]

130. The British iron screw steamer CLAN GORDON [of Glasgow, 1,355 tons register, official number 80441], from Jiddah to Bombay with a general cargo and specie, grounded on Ulysses shoal (Erg-el-Fellahiyat) entrance to the Middle Gateway, Jiddah harbour, Red Sea, at 5-30 P.M. of the 3rd October, in consequence of the ship not answering her helm. She floated off at 2 P.M. on the 6th October. The vessel received a slight dent on port bow. No damage to cargo.

131. The British wooden barque PORTIA [of London, 301 tons register, official number 44191], from Calcutta to Natal with a general cargo. At 6-30 P.M. on the 4th October, whilst at anchor at Royapore, River Hooghly, the barque took a broad sheer across the river through the carelessness of the man at the wheel; and there being a strong ebb at the time, the starboard hawsepipe was carried away, which necessitated the vessel's return to town in tow of steam. No other damage reported.

132. The Maldivian sloop MALLINGA [not registered] from Maldivh Islands to Calcutta with a cargo of cocoanuts and coir. At 4-30 P.M. on the 6th October, whilst the S. S. *Curlew* was proceeding down the River Hooghly, the master of the steamer observed a Maldivian sloop at anchor showing a light ahead at No. 1 Moyapore track, and after having cleared, saw the *Mallinga* without a light between Nos. 1 and 2 tracks, when on trying to clear her the steamer's quarter fouled her. Thirty feet of bulwark-plating on starboard quarter of the *Curlew* was carried away, three lower plates, two after-boats, three boats' davits, awning stanchions and rail damaged; value not known. The bows of the sloop severely injured, the stem and apron being carried away to within a foot or so of the water's edge, and eight planks on either bow being burst from their fastenings at the hooded ends, and being split, broken and torn away in that vicinity, leaving the whole hull of the sloop open to within a foot or so of the water's edge about the bow and fore end. Value of damage not known. Crew 45 men. One man was rather seriously hurt. [A Marine Court was held at Calcutta on the 6th December under Act XII of 1859 for the trial of Mr. Steans, the tug pilot in command of the S. S. *Curlew*, for fouling the *Mallinga*. The Court was of opinion that in the present case two Maldivian sloops, the *Golare Gundna* and the *Mallinga*; anchored off Moyapore on the evening of the 5th October. The steamer *Curlew* was proceed-

ing down the River Hooghly before daylight on the morning of the 6th October, and after passing the *Golare Gundna* came into collision with the *Mallinga*, causing her considerable damage. The witnesses for the prosecution all swore positively that the *Mallinga* had a bright light exhibited over her bows the whole of that night. On the other hand the witnesses for the defence swore that the *Mallinga* was showing no light at all. The Court believed the evidence for the defence in this case, and considered Mr. Steans not guilty of the charges brought against him. Had the *Mallinga* been showing a light it is difficult to understand how such a collision could have occurred. The Court remarked that it appeared desirable that steamers, such as the *Curlew*, should not be permitted to proceed in the river after dark.] The Lieutenant-Governor of Bengal approved the finding of the Court, and accepted the necessity for a new rule on the subject. He accordingly directed the Port Officer to submit for approval a draft rule forbidding the running of steamers with native passengers on board in any part of the Hooghly river during the hours of darkness. This rule to be added to the rules for the approaches to the port of Calcutta.

133. The British wooden ship DUNCAIRN [of Belfast, 1,303 tons register, official number 45121], from Maulmain to Bombay with a cargo of teak timber. It appears that the vessel put back from sea leaky, drawing about 25 feet, and whilst anchored in Bheeloo-gywon channel waiting for the spring tides, she dragged on shore on the 3rd, 6th, and 7th October. No damage to vessel or cargo. [A Pilot's Court of Enquiry was held at Maulmain under the pilot rules of the port of Maulmain, and the Court found that the accident was caused by the pilot, Mr. F. Harrison, not having moored the vessel, and having neglected to see that proper precautions were taken to find out whether the vessel dragged.]

134. The British iron ship SIMLA [of Liverpool, 1,260 tons register, official number not reported], from Calcutta to Mauritius with a cargo of rice. Whilst proceeding down the River Hooghly in pilotage charge on the 9th October the vessel parted hawsers in the eddies at Melancholy Point; the port anchor was dropped, which brought her up alongside Jar Maker's bank, her stem just grazing the southern bank slightly. On the flood making strong she again passed hawsers and proceeded. No damage.

135. The British wooden ship PRIDE OF ENGLAND [of Quebec, 1,367 tons register, official number 36649], from Calcutta to New York with a cargo of jute and saltpetre. On the morning of the 13th October the vessel in pilotage charge turned round at Culpee, River Hooghly, and waited for the next flood, intending to anchor at Mud Point; at 3 P.M. she turned round and proceeded down slow, and when abreast of the Culpee anchoring buoy took the ground slightly on the edge of the shoal patch. This was a very slight grounding. No damage.

136. The British iron screw steamer MULA [of Alexandria, 548 tons register, sailing under a provisional certificate from Alexandria], from Yenbo (Red Sea) to Jiddah with a cargo of tea, and carrying 530 pilgrims. At 7-30 A.M. on the 16th October she grounded on Abú Farámish reef, about 35 miles N. W. of Jiddah. Two plates on port side and one on starboard side were slightly dented. No damage to cargo. No lives lost. (The casualty was reported as having been caused by strong current.)

137. The British wooden ship SULIOTE [of London, 1,142 tons register, official number 48541], from Maulmain to Bombay with a cargo of teak timber. At 3 P.M. on the 17th October the vessel was proceeding down Maulmain river in tow of a steam tug, and in turning to anchor in Bheeloo-gywon channel the pilot went too far to westward and grounded. She lay aground one tide and floated off without apparently sustaining any damage. No loss of cargo. [A Pilot's Court of Enquiry was held at Maulmain under the pilot rules of the port of Maulmain, and the cause of casualty was attributed to the shifting of the sands; but the evidence was conflicting on the enquiry.]

138. The British wooden ship W. G. RUSSELL [of Liverpool, 1,248 tons register, official number 52490], from Rangoon to Clyde with a cargo of timber, sprung a leak at 11 A.M. on the 22nd October when off Deserter's creek in Rangoon river, Burma coast. No damage. On survey the caulking of the wood ends forward was found to be defective under the sheathing.

139. The British iron screw steamer MANORA [of Glasgow, 2,600 tons register, belonging to the British India Steam Navigation Company, official number 78595], from Calcutta to London with a general cargo. The vessel was proceeding down the River Hooghly in pilotage charge, and after crossing the Moyapore bar, her port bilge touched the flat very slightly at 1-25 P.M. on the 23rd October. No damage to vessel.

140. The British iron screw steamer PROPONTIS [of Liverpool, 1,387 tons register, official number 50485], from Glasgow to Singapore, China, and Japan, with a general cargo. The vessel stranded at 9-15 P.M. on the 28th October on Rás Abu derage shoal, about 34 miles south of Suez, Red Sea. She remained on shore about 35 hours, when, after having moved cargo from forward aft, the ship floated off. No damage to hull. Cargo slightly damaged ; value unknown. (Casualty caused by the master misjudging his distance from land.)

141. The British Indian craft MAHANGIRI SURYABANA [of Woorun (Carija Island, Bombay), 20¾ tons register, official number 1,079], whilst engaged in transferring 720 maunds salt to a larger vessel, grounded during a strong tide, at 12 P.M. on the 3rd November, in a branch of the Mora creek which leads to the Chiwri salt works, Bombay harbour. The craft was split in some places and three large holes were discovered in the hull. Cargo all lost; value Rs. 56. No loss of life. (The casualty was caused by the craft being overladen.)

142. The British wooden barque LOUISA FLETCHER [of Liverpool, 1,281 tons register, official number 60,052], from Maulmain to the Channel with a cargo of teak timber. At 9 P.M. on the 5th November the vessel was lying in Bheeloogywon channel with 45 fathoms cable on starboard bower in 5¾ fathoms at low water, when she dragged her anchor on the ebb about 1½ miles and grounded before anchor watch discovered that she had changed her position. She floated off again next tide. No damage. [A Pilot's Court of Enquiry was held at Maulmain under the pilot rules of the port of Maulmain, and the pilot was exonerated from all blame. The cause was attributed to the pilot's orders for the safety of the vessel not having been carried out.]

143. The British iron screw steamer CITY OF MECCA [of Glasgow, 1,489 tons register, official number 63,821], from Glasgow to Colombo with a general cargo. The screw shaft broke at 7 P.M. on the 9th November when in latitude 12° 26' N., and longitude 44° 50' E. (Gulf of Aden), probably caused by the shaft having been strained by the very heavy head sea experienced in the Red Sea. No other damage. No cargo lost.

144. The British iron screw steamer ELLORA [of Glasgow, 1,513 tons register, official number 80,437], from Maulmain to Bombay with a cargo of teak timber. At noon of the 17th November the vessel outward bound started from Jack's creek anchorage, and the pilot in attempting a short cut over a shoal at Halfway creek grounded the vessel at 12-30 P.M. after passing the creek. She came off immediately, but again grounded, and shortly after floated and proceeded to sea in safety. No damage reported. No cargo lost. [A Pilot's Court of Enquiry was held at Maulmain under the pilot rules of the port of Maulmain, and the pilot, Mr. W. Innes, was found guilty in not having kept the vessel in the proper channel. He was punished by the reduction of his license to 21 feet for three months.]

145. The British iron ship DUNNOTTAR CASTLE [of Glasgow, 1,702 tons register, official number 71,692], from Chittagong to Dundee with a cargo of jute. At 1-30 P.M. on the 20th November, when on the bar in Kurnafooli river, Chittagong coast, it was observed that fire was among the cargo in the after hold owing to a naked light having been taken into the lazarette. Damage to ship £300; of cargo 400 bales damaged; value unknown. No loss of life.

146. The British iron ship DUNNOTTAR CASTLE [of Glasgow, 1,702 tons register, official number 71,692], from Chittagong to Dundee with a cargo of jute. On the 21st November the vessel was being towed up the Kurnafooli river by the tug *Celt* owing to there being fire on board. When the kedge was let go and the tug steamer went ahead, she had not sufficient power to give the ship steerage way, consequently the tide, acting upon the ship's starboard quarter, slewed the ship's head out of the channel towards the small black buoy marking the rocks off Jooldea. Orders were then given for the tug to go astern, which she did and brought the vessel out with her bow in mid-channel; the tug was

then ordered to go ahead, but this she could not do, as the boilers had so primed that she was rendered unmanageable. The *Dunnottar Castle*, in swinging round to the flood, took the ground aft on the Patunga side of the river, and afterwards drifted bodily up on the flat, dragging her anchor. Assistance was sent down by the ships *Sierra Estrella*, *St. Vincent*, and *Bannockburn*, and the vessel got off after having been aground for two days. No damage reported. [A Departmental enquiry was held at the Port Office, Chittagong, on the 30th November, relative to the grounding of the above ship. The Court was of opinion that the accident happened through the tug not having sufficient power to give the ship steerage way through the water over the tide; *secondly*, that after the steamer had backed the vessel into mid-channel, and was ordered to go ahead again by the pilot, she was unable to do so owing to her boilers having primed and rendered the steamer unmanageable; *thirdly*, that the pilot showed a want of judgment in not letting go the anchor immediately when the vessel was once clear of the Jooldea rocks, for he should have seen that the steamer was not powerful enough to get sufficient steerage way on the ship in such a narrow channel, and it would have been more prudent had he let go the anchor and dropped the vessel up. The Court remarked that "no great blame can be attached to Pilot Sudder Ali, as, although he neglected to let go the anchor, in our opinion, when he should have done so, yet it is not to be supposed that Pilot Sudder Ali could have foreseen that the steamer would have become unmanageable at the time the orders were given to go ahad. The Court recommended that Pilot Sudder Ali be warned that in future he should trust more to his own judgment, and not to put so much reliance on a steamer that has been proved untrustworthy."]

147. The British iron screw steamer SIMLA [of Glasgow, 1,039 tons register, official number 80415], from Rangoon to Calcutta with a general cargo. Whilst coming up the River Hooghly from Fisherman's Point at 6-55 A.M. of the 24th November, the vessel's stem took the mud flat on the western bank abreast of the Acheepore telegraph station, caused by the steam steering gear not working. She came off immediately. No damage.

148. The British iron steamship HAMPSHIRE [of London, 1,700 tons register, official number 82810], from Shields to Bombay with a cargo of railway material. At 9 P.M. on the 26th November the vessel grounded on Rás Ruahmy reef, about 75 miles south of Suez (Red Sea), owing to the night being hazy and exceptional strong south-west currents running, also deceptional appearance of coast line. The vessel, after jettisoning 40 tons of coal, 5,000 sleepers, and 118 cases of oil, got off at 4-30 P.M. of the 27th. She was docked on her arrival at Bombay, and after the necessary repairs were effected she left that port for Marseilles on the 6th January 1881. Value of damage or loss not known. No loss of life.

149. The British Indian pattimar JAIWASUDEWPRASAD [of Ratnagiri, 55⅓ tons register, official number 9798], from Bombay to Sedashivgad, was struck by a sudden squall on the 26th November when 6 miles off Kunkeshwar, a little south of Deoghur (Bombay coast), and capsized. She was eventually recovered, but her masts, &c., were lost. Damage to pattimar Rs. 200. No cargo. The crew, 12 men, were saved by a passing vessel.

150. The Indian Government iron steamer ENTERPRIZE [of 694 tons register, age 7 years], from Kyouk Phyou to Rangoon, *viâ* Sandoway. On the 1st December the vessel slightly grazed the rocky shoal in the northern entrance to Cheduba strait, Burma coast. Two propeller blades chipped. No other damage to hull. No loss of life. [A Court of Enquiry was held at Calcutta on the 28th December, and the Court was of opinion that the commander of the *Enterprize* was responsible for the grounding of that vessel. The Court had no doubt that there are many inaccuracies in the chart used as regards the position of prominent landmarks, and this would render it most difficult to get satisfactory bearings to fix by, and much enhance the difficulties of navigating these waters.]

151. The British iron screw steamer WINGATES [of South Shields, 1356 tons register, official number not reported], from Maulmain to Europe with a cargo of rice. On the 3rd December the pilot unmoored vessel at low water and allowed

her to swing round to flood with 30 fathoms scope on single anchor; she being berthed close to the shore, tailed on the bank, and dragging her anchor grounded fore and aft on the Mopoon spit in Salween river, Burma coast. She floated off 2½ hours afterwards without having sustained any damage and proceeded on her voyage. (This casualty might have been avoided if the pilot had waited until the flood made before unmooring his vessel. The pilot (Runoo) was punished for his carelessness by reduction of his license to under 21 feet for three months.)

152. The British iron screw steamer STRANTON [of West Hartlepool, 1,132 tons register, official number 81508], from Bombay to Havre with a cargo of wheat. At 8 P.M. on the 4th December, when in latitude 16° 1′ N. and longitude 63° 19′ E. (Arabian Sea), the vessel's high-pressure piston broke. She remained in Aden harbour for 22 hours, when she put to sea and returned in two hours with eccentric straps damaged. Value of damage not given. No cargo lost. No loss of life.

153. The British iron ship BERAR [of London, 902 tons register, official number 48529], from Calcutta to Demerara with emigrants on board and carrying a cargo of rice. The vessel on the 14th December at 7-15 A.M., whilst in pilotage charge and in tow of tug *Challenge*, in turning round to proceed down the River Hooghly slightly touched the tail of Bishop's College sand abreast of the sluice gate. She did not stop, but came round immediately. No material damage was done.

154. The British iron screw steamer ORION [of Liverpool, 2,296 tons register, official number 69305], from Liverpool to Colombo and Calcutta with a general cargo. At 6 A.M. on the 14th December, when in latitude 19° 15′ N. and longitude 39° 20′ E. (Red Sea), the crank shaft broke, caused by a flaw in the steel crank shaft. No damage to hull or cargo. No loss of life. (On the same voyage the *Orion* broke down in the Bay of Bengal on the 3rd January 1881 when in latitude 13° 36′ N. and longitude 84° 39′ E.; her piston rod broke, smashing the high-pressure cylinder, and the vessel had to put into Coconada for a few days. She finally arrived at Calcutta on the 19th January, after a voyage of 57 days.)

155. The British iron ship CITY OF CALCUTTA [of Glasgow, 984 tons register, official number not reported], from Calcutta to New York with a general cargo, slightly touched the ground in 3¼ fathoms midway between the bank and the Nun buoy a little above Noorpur Point, River Hooghly, at 9-15 A.M. on the 23rd December. The vessel did not stop. No damage.

156. The British iron screw steamer CONISTON [of London, 1,490 tons register, official number 82818], from Cardiff to Aden with a cargo of coals. On the afternoon of the 29th December, whilst the steamer was turning astern, on account of an obstruction in the canal within seven miles of Suez, three blades of her propeller broke. No cargo lost. No lives lost.

APPENDIX.

METEOROLOGICAL OBSERVATIONS AND NOTES ON THE WEATHER EXPERIENCED AT THE PRINCIPAL PORTS IN INDIA AND BURMA DURING THE YEAR 1880.

ADEN.*

Year 1880.	Read at 10 A.M. and 4 P.M. Barometer. (Mean.)	(Mean.)	Attached Thermometer. (Mean.)	(Mean.)	General direction of wind.	Wind rate. (Miles per day.)	Rainfall (in inches.)	Amount of cloud. 0 to 10. A.M.	P.M.	State of the Sea noted at the Tidal Observatory.	Remarks: (Particularly regarding the state of the atmosphere and notes on cyclonic storms.)
January	30·201	30·102	...	...	E.N.E. and variable	241·0	*Nil*	Not observed.		Calm . . 21 days. Rough . . 10 „	Slight rain on 28th.
February	30·174	30·067	...	...	East and N.E.	359·0	0·045	Not observed.		Calm . . 12 „ Rough . . 17 „	Slight rain for a few minutes on 3rd, 6th, 13th to 16th, 20th and 21st.
March	30·129	30·010	78·6	84·7	N.E. and East	336·0	*Nil*	2·4	0·3	Rough . . 17 „ Calm . . 14 „	
April	30·077	29·997	83·8	88·8	Anemometer	under repair.	*Nil*	3·1	0·8	Calm . . 19 „ Rough . . 11 „	A dense mist headed by a cloud or volume of sand crossed the harbour from the north on the 23rd and was visible for about 40 minutes.
May	29·970	29·863	88·1	93·8	N.E., E.N.E., and S.E.	246·0	*Nil*	5·9	4·4	Calm . . 29 „ Rough . . 2 „	Very slight rain for a few minutes on 15th.
June	29·890	29·780	91·2	92·7	E.S.E., N.E., and S.E.	245·0	*Nil*	4·8	5·0	Calm . . 18 „ Rough . . 12 „	At 7 P.M. on 1st, thunder and lightning from N.E. to S.W. with a few drops of rain for about 15 minutes. A sand storm crossed the harbour on 20th and also on the 22nd.
July	29·900	29·777	88·9	91·8	E.S.E. and N.E.	297·0	0·902	4·2	5·2	Rough . . 22 „ Calm . . 9 „	A few drops of rain on 8th and 18th.
August	29·951	29·818	87·7	91·0	S.E. and E.S.E.	287·0	*Nil*	4·7	3·9	Rough . . 21 „ Calm . . 10 „	A sand storm crossed the harbour on 24th and also on the 26th.
September	30·022	29·901	88·9	91·8	S.E., E.N.E., & variable	248·0	*Nil*	4·1	4·4	Calm . . 21 „ Rough . . 9 „	On 16th a sand storm crossed the harbour.
Octobr	30·161	30·064	83·9	87·7	Anemometer	under repair.	*Nil*	2·7	2·6	Calm . . 25 „ Rough . . 6 „	
November	30·218	30·119	79·6	83·9	East, N.E., and E.N.E.	296·1	*Nil*	5·6	4·3	Calm . . .	On 22nd and 26th a few drops of rain fell; 28th a lobe of light with a tail of fire in spots travelling from north to south illuminated everything as vividly as a flash of lightning for about three to five seconds.
December	30·226	30·125	77·9	82·2	East, N.E., and E.N.E.	307·9	0·115	6·7	3·7	Calm . . 25 days. Rough . . 6 „	A few drops of rain fell on 4th, 20th, 23rd, and 28th.

* Observations recorded by the Port Officer.

KURRACHEE OBSERVATORY.

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January	30·132	30·041	72·3	75·8	North, and N.E.	235·0	*Nil*	2·05
February	30·149	30·052	70·2	73·1	North, and N.W.	278·7	0·21	3·28
March	30·037	29·948	84·3	84·4	S.W.	270 6	*Nil*	2·64
April	29·955	29·868	85·4	87·0	S.W.	340·6	*Nil*	1·93
May	29·824	29·743	86·0	87·0	S.W.	447·4	*Nil*	2·74
June	29·681	29·614	86·5	87·0	S.W.	485·6	*Nil*	4·67
July	29·695	29·633	85·3	86·0	S.W.	443·5	*Nil*	6·39
August	29·800	29·746	83·8*	84·5*	S.W.	415·2†	*Nil*	6·06*
September	29·901	29·824	82·8	83·9	S.W.	289·2	3·88	4·67
October	30·065	29·981	83·4	85·9	S.W.	164·9	*Nil*	1·69
November	30·192	30·091	78·1	80·1	S.W.	149·7	*Nil*	1·43
December	30·210	30·133	72·4	75·3	S.W.	147·3	*Nil*	2·95
Year	29·970	29·889	80·9	82·5		305·6	4·09	3·37

* Mean of 25 days. † Mean of 24 days.

BOMBAY OBSERVATORY.

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January	30·121	30·009	74·1	79·6	North, N.E., and N.W.	254·9	*Nil*	0·78
February	30·109	30·000	74·7	78·5	North, and N.W.	290·1	0·01	0·81
March	30·069	29·941	82·3	85·1	Ditto	245·2	0·02	2·69
April	30·017	29·900	85·6	87·5	N.W., and West	250·5	*Nil*	2·08
May	29·967	29·867	87·1	88·4	Ditto	251·8	*Nil*	2·69
June	29·865	29·794	84·9	85·8	West	352·0	21·48	5·50
July	29·869	29·805	80·0	81·1	West	473·5	18·37	7·35
August	29·947	29·872	81·3	82·0	West	334·5	4·08	6·24
September	29·977	29·883	80·5	81·1	West, and N.W.	319·5	22·80	6·31
October	30·064	29·958	83·2	85·2	N.N.E., and N.W.	220·6	1·18	3·75
November	30·125	30·020	81·9	84·3	N.E., North, and N.W.	242·9	*Nil*	2·59
December	30·183	30·081	78·3	82·8	North, N.E., and N.W.	235·6	*Nil*	1·02
Year	30·026	29·927	81·1	83·4		289·2	67·94	3·48

RATNAGIRI OBSERVATORY.

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean*).	(*Mean*).	(*Mean*).	(*Mean*).				
January	30·009	29·906	79·6	81·1	North, N.W., and West	No instrument.	*Nil*	0·18
February	30·005	29·900	79·0	79·5	N.W.		*Nil*	0·17
March	29·984	29·837	84·9	83·1	S.W. and West		0·01	1·73
April	29·934	29·824	87·3	88·1	S.W., West, and N.W.		0·01	0·57
May	29·884	29·784	87·6	88·2	N.W. and West		0·01	0·87
June	29·810	29·742	83·3	83·6	S.W.		32·15	7·67
July	29·831	29·770	80·4	80·6	S.W.		37·97	8·48
August	29·888	29·818	80·7	81·2	West, S.W., and N.W.		11·31	6·23
September	29·907	29·828	80·3	80·7	S.W., and N.W.		16·16	7·07
October	29·968	29·879	82·8	83·2	N.W., S.W., and West		2·34	3·35
November	30·021	29·921	83·6	84·1	East and N.W.		1·00	1·23
December	30·086	29·977	82·5	83·0	Ditto		*Nil*	0·08
Year	29·944	29·849	82·6	83·0			100·96	3·13

KARWAR OBSERVATORY.

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
January							*Nil*	Not recorded.
February							*Nil*	
March							*Nil*	
April				Register	wanting.		0·05	
May							1·33	
June							31·87	
July							33·72	
August	29·992	29·918	79·9	80·7	N.W., and West	Not recorded.	9·55	6·58
September	30·018	29·925	79·3	80·3	West.	Ditto	13·02	6·95
October	30·060	29·960	81·3	83·1	West.	Ditto	5·13	5·06
November	30·081	29·979	81·6	84·7	N.E., N.W., and West	Ditto	1·87	3·63
December	30·156	30·045	78·9	84·3	N.E., and West	Ditto	*Nil.*	1·27
Year							96·54	

MANGALORE.*

Year 1880.	READ AT 10 A.M. AND 4 P.M. Barometer. (Mean.)	Barometer. (Mean.)	Attached Thermometer. (Mean.)	Attached Thermometer. (Mean.)	General direction of wind. A. M.	General direction of wind. P. M.	Wind rate (Miles per day).	Rainfall (in inches).	Amount of cloud, 0 to 10. A. M.	Amount of cloud, 0 to 10. P. M.	State of the Sea.	Direction and rate of sea currents observed.	Remarks: (Particularly regarding the state of the atmosphere and notes on cyclonic storms.
January	Not recorded.												
February													
March	30·180	29·890	83·7	85·4	W. S. W., and variable.	W.S.W., West and variable.	48·18†	*Nil*	1·74	1·48	Not observed.		
April	29·979	29·894	82·5	86·8	West, S. W. and N. W.	N.W., West, and W.N.W.	95·29	1·50	4·00	4·00			
May	29·906	29·861	84·9	82·2	N. W., West and variable.	N.W., West, and variable.	101·56	1·32	4·12	2·87			
June	29·919	29·839	78·5	79·6	S. W., West and variable.	W.S.W., N.W. and variable.	66·37	41·06	6·86	6·86			
July	29·946	29·909	76·5	76·8	S. W., West and variable.	S.W., N.W., W.N.W.	73·90	40·16	5·58	5·67			
August ‡	29·998	29·903	77·5	78·7	N.W., N. N.W. and variable.	North, W.N.W., and West.	62·70	2·47	4·68	4·27	Moderate swell . 12 days Rough . 6 „ Calm . . 4 „	No current.	
September	30·065	29·923	77·9	78·9	N. W., S. S. W. and variable.	N.W., West, and S.W.	55·65	10·91	6·13	5·43	Moderate swell . 18 „ Slight swell . 6 „ Rough . . 5 „ Smooth . . 1 day.	No current.	
October	30·029	29·930	79·7	80·7	East, S. W. and variable.	W.N.W., N.W. and S.W.	63·15	6·48	5·89	6·78	Smooth . . 18 days Slight sea . . 13 „	No current perceptible.	During this month a good deal of thunder and lightning with banks to the N. E. betokened the setting in of the N. E. monsoon over the lands.
November	30·043	29·936	81·2	82·4	Calm, E. N. E., and West.	W.N.W., West and N.W.	72·09	4·16	4·18	4·53	Smooth . . 22 „ Slight swell . . 5 „ Rough . . 3 „	Northerly . 17 days, Slight southerly 13 „	1st to 9th much thunder and lightning in the afternoons with black clouds to the N. E.; on 10th and 12th thunder storms, with vivid lightning and heavy rain. Wind variable throughout. On 21st and 22nd sky overcast; 23rd strong winds, and from 24th to end of month moderate wind.
December	30·109	29·962	79·2	81·5	East, E. S. E., and variable.	West, W.N.W. and variable.	95·20	2·32	2·90	3·38	Smooth . . 29 „ Slight swell . . 2 „	Set to the northward to 10th; no current perceptible to end of month.	

* Observations recorded by the Port Officer.

† Mean of 18 days; anemometer was out of order.

‡ Average for 22 days of August.

CALICUT.*

Year 1880.	Read at 10 A.M. and 4 P.M. — Barometer. (Mean.)	Barometer. (Mean.)	Attached Thermometer. (Mean.)	Attached Thermometer. (Mean.)	General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.	State of the Sea.	Direction and rate of sea-currents observed.
January	30·133	30·058	81°·1	84°·2	South, S. S. W., and variable	Not recorded.	*Nil*	Not recorded	Smooth . . 26 days Heavy swell . . 2 „ Swell . . . 2 „ Rough . . . 1 day	Not observed.
February	30·145	30·046	83·0	85·4	West, N. W., and variable	Ditto	*Nil*	Ditto	Swell . . . 17 days Heavy swell . . 11 „ Calm . . . 1 day	Ditto.
March	30·132	30·024	84·7	86·8	West, W. S. W., and variable	Ditto	*Nil*	Ditto	Surf . . . 19 days Smooth . . . 12 „	Ditto.
April	30·082	29·994	85·6	87·3	W. by N., and variable.	Ditto	*Nil*	Ditto	Smooth . . . 21 „ Swell . . . 4 „ Surf . . . 3 „ Heavy swell . . 2 „	Ditto.
May	30·027	29·958	84·5	86·2	West, N. W. by West, and variable.	Ditto	*Nil*	Ditto	Heavy swell . . 15 days Smooth . . . 8 „ Rough . . . 4 „ Swell . . . 4 „	Ditto.
June	30·029	29·982	79·5	80·1	W. S. W., West, and variable.	Ditto	*Nil*	Ditto	Smooth . . . 14 „ Rough . . . 5 „ Surf . . . 5 „ Heavy sea . . 3 „ Very rough . . 3 „	Ditto.
July	30·072	30·022	77·5	78·8	W. by S., N. W. and variable.	Ditto	*Nil*	Ditto	Moderate . . 12 „ Rough . . . 10 „ Smooth . . . 9 „	Ditto.
August	30·076	30·017	78·0	79·6	S. W. to N. W.	Ditto	*Nil*	Ditto	Smooth . . . 24 „ Heavy sea . . 4 „ Rough . . . 2 „ Moderate . . 1 day	Ditto.
September	30·106	30·038	79·4	80·9	N. N. W., W. N. W., calms and variable.	89.90†	*Nil* †	3·40	Smooth . . .	Ditto.
October	30·128	30·045	81·6	82·8	Calm, S., W., and N. W.	140·90	3·20	3·83	Very smooth . . 30 days Rising sea . . 1 day	Ditto.
November	30·137	30·057	82·7	84·2	Calm, S. W., and variable.	120·62	4·59	4·10	Very smooth . . 18 days Slight sea . . 12 „	Ditto.
December	30·194	30·110	81·4	84·3	Calm, N. W., and variable.	88·74	1·30	2·58	Very smooth . . 18 „ Slight sea . . 13 „	Ditto.
Year	30·105	30·029	81·6	83·4			9.09†			

* Observations recorded by the Port Officer.

† The Port Officer was provided with an anemometer and rain gauge only from September.

COCHIN OBSERVATORY.

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud, 0 to 10.	State of the Sea.*	Direction and rate of sea-currents observed.*	Remarks.*
	Barometer.		Attached Thermometer.								
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)							
January	30·123	30·004	83·9	86·0	S.E., East, South, and S.W.	37·5	*Nil*	2	Not recorded	Not recorded	1st sky overcast; 2nd foggy; 21st and 22nd cloudy, otherwise the weather was generally fine.
February	30·123	30·000	84·4	86·6	N.W. and West	45·3	3·38	3	Ditto	Ditto	On 20th at P.M. heavy rain with thunder and lightning; 22nd, 9 P.M. squalls from N.E. with rain. Weather generally fine.
March	30·117	29·982	86·1	88·3	S.W. and W.N.W.	51·9	1·51	2	Ditto	Ditto	Weather hazy, cloudy and foggy with occasional N.E. squalls and rain followed by thunder and lightning.
April	30·065	29·944	86·3	88·3	West, N.W. and S.W.	67·5	4·16	3	Swell 18 days Rough 8 ,, Smooth 4 ,,	Ditto	Rain, thunder and lightning, and hazy and cloudy sky throughout this month.
May	30·010	29·905	84·3	85·3	West and N.W.	63·2	16·53	5	Swell 11 ,, Heavy swell 10 ,, Rough 6 ,, Smooth 4 ,,	Ditto	Squalls prevalent throughout with hazy sky, thunder and lightning.
June	30·022	29·929	81·1	81·6	West, S.W. and N.W.	49·9	17·77	7	Rough 17 ,, Smooth 12 ,, Swell 1 day	Ditto	Heavy squalls with rain throughout at intervals. Surf on bar.
July	30·063	29·970	78·7	79·1	West and S.W.	50·1	29·34	7	Rough 12 days Heavy swell 10 ,, Smooth 7 ,, Swell 1 day	Ditto	Cloudy and squally weather with heavy rain (W.N.W.). Swell on bar.
August	30·057	29·952	80·1	80·1	South and S.W.	61·6	4·75	5	Heavy swell 9 days† Swell 7 ,, Smooth 1 day	Southerly Northerly	Alternate fine and rainy days.
September	30·086	29·981	80·3	81·7	West, N.W. and S.W.	53·3	8·81	5	Heavy swell 26 days Swell 2 ,, Rough 2 ,,	Southerly Northerly	Weather fine; squally with rain (W.S.W., N.E. and N.W.)
October	30·098	30·004	81·9	82·6	West, S.W. and N.W.	Untrustworthy.	8·92	5	Swell 21 ,, Smooth 4 ,, Heavy swell 6 ,,	Southerly Northerly	Changeable weather.
November	30·118	30·000	82·6	83·4	S.W. and N.W.		7·08	6	Swell	Southerly Northerly	Changeable weather; frequent squalls with thunder and lightning.
December	30·165	30·049	83·0	84·1	South and S.W.		2·65	4	Do.	Southerly Northerly	1st to 4th squally with rain; 5th to end of month fine weather.
Year	30·087	29·976	82·7	83·9	.....	...	104·90	4·50			

* Information supplied by the Port Officer.

† Mean of 17 days.

ALLEPPEY.*

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day.*)	Rainfall (*in inches*).	Amount of cloud, 0 to 10.	State of the Sea.
	Barometer.		Attached Thermometer.						
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)					
January . .	30·060	29·994	84°·7	84°·2	W. by N.W.	Not recorded.	0·05	Not recorded.	3 27th to 31st heavy rollers; beach cut away.
February . .	30·084	29·971	82·2	84·7	W. by N.W.		10·85		3
March . .	30·042	29·967	85·2	85·7	N.W.		3·40		3
April . . .	30·031	29·956	86·0	88·5	N.W.		1·70		4
May . . .	29·982	29·908	84·2	85·2	N.W.		11·30		7 to 8
June . . .	29·992	29·929	80·7	82·5	N.W.		15·40		3 to 4
July . . .	30·036	29 937	69·5	78·5	N.W. by N.		19·25		4 to 5
August . .	30·011	29·963	80·0	79·7	N.W.		6·17		4
September .	30·093	30·003	81·5	81·5	North . .		6·95		2
October . .	30·080	30·009	81·7	82·5	W. by N.W.		13·00		1
November .	30·089	30·005	81·7	88·7	W. by N.W.		8·85		1
December . .	30·119	30·062	81·5	84·7	N.W.		4·60		0
Year .	30·051	29·975	81·6	83·8			101·52		

* Observations recorded by the Port Officer.

TUTICORIN*.

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.		Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud, 0 to 10.
	Barometer.		Attached Thermometer.						
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)	A.M.	P.M.			
January . .	30·089	29·969	80°·3	81°·8	N.W., and North	N.E., East, and S.E.	Not recorded.	*Nil*	Not recorded.
February . .	30·091	29·968	82·5	82·9	North, N.W., and South.	East, N.E., and S.E.	Ditto .	0·20	Ditto.
March . .	30·055	29·930	85·2	85·6	N.W., North, S.W., and variable.	N.E., East, and variable.	Ditto .	2·30	Ditto.
April . .	29·936	29·807	88·9	89·5	W.N.W., and variable.	South, and S.E.	Ditto .	*Nil*	Ditto.
May . . .	29·858	29·749	89·3	90·5	West, S.W., and very variable.	S.E., South, and variable.	Ditto .	0·60	Ditto.
June . . .	29·859	29·770	90·4	92·0	West, S.E., and variable.	West, East, and variable.	Ditto .	*Nil*	Ditto.
July . . .	29·908	29·801	88·7	91·3	West, and East.	West . .	Ditto .	*Nil*	Ditto.
August . .	29·950	29·843	86·4	87·1	West, E., and N.W.	West, S.E., and E.S.E.	140·18†	0·27	Ditto.
September .	29·944	29·830	87·5	90·0	West, N.W., and S.W.	West, S.E., and very variable.	202·20	*Nil*	Ditto.
October . .	29·984	29·875	86·0	86·5	N.W., E.S.E., West, and very variable.	E. S.E., S.E., East, and variable.	112·76	*Nil*	6·48
November .	30·027	29·918	82·2	82·7	North, N.N.E., and variable.	East, N.N.E., North and variable.	83·41	13·64	6·80
December .	30·109	29·998	80·2	81·9	N.N.E., N.E., North, and East.	N.N.E., N.E., North, and East.	118·65	4·42	5·03
Year .	29·984	29·871	85·6	86·8				21·43	

* Observations recorded by the Port Officer.

† Mean of 23 days.

PAUMBEN.*

Year 1880.	Read at 10 A.M. and 4 P.M. — Barometer. (Mean.)	Barometer. (Mean.)	Attached Thermometer. (Mean.)	Attached Thermometer. (Mean.)	General direction of wind.	Wind rate (Miles per day).	Rainfall (in inches).	Amount of cloud. 0 to 10.	State of the Sea.	Direction and rate of sea-currents observed.	Remarks.
			°	°							
January	30·137	30·028	77·4	81·6	N.N E., North, and N.E.	3·57†	1·730	2·58	Rough . . . 14 days. Calm . . . 10 „ Moderate . . . 7 „	Not observed.	
February	30·141	30·023	79·7	84·2	E.N.E., N.E., and variable.	2·43	0·590	3·79	Calm . . . 14 „ Rough . . . 11 „ Moderate . . . 4 „	ditto.	
March	30·123	29·996	83 9	87·6	S.S.W., E.N.E., E.S.E., and variable.	2·20	0·020	3·54	Calm . . . 15 „ Rough . . . 10 „ Moderate . . . 6 „	ditto.	
April	30·041	29·925	87·5	92·6	S.S.W., S. to S.W., and South.	2·35	*Nil*	4·66	Rough . . . 11 „ Moderate . . . 11 „ Calm . . . 8 „	ditto.	
May	29·969	29·875	86·6	90·8	S.S.W., S.W., and variable.	3·97	*Nil*	5·32	Rough	ditto.	
June	29·964	29·870	86·1	89·9	W.S.W., S.S.W., and S.W.	Anemometer out of order.	0·045	6·33	Rough . . . 20 „ Moderate . . . 9 „ Calm . . . 1 day.	ditto.	
July	30·009	29·914	83·8	88·7	West, S.W., and W.S.W.	ditto	*Nil*	6·29	Rough . . . 29 days. Moderate . . . 1 day. Calm . . . 1 „	ditto.	
August	30·012	29·915	83·8	89·1	S.S.W., W.S.W., and very variable.	4·28†	0·510	6·45	Moderate . . . 15 days. Rough . . . 12 „ Calm . . . 2 „ Fresh . . . 2 „	Northerly. Southerly.	
September	30·048	29·936	83·7	88·2	S.S.W., W.S.W., S.S.E., and S.W.	Anemometer out of order	2·750	3·83	Rough . . . 14 „ Moderate . . . 7 „ Calm . . . 7 „ Fresh . . . 2 „	Northerly. Southerly.	
October	30·087	29·986	84·0	89·6	S.S.W., S.S.E., North, and variable.	229·20	3·170	6·40	Moderate . . . 15 „ Calm . . . 11 „ Rough . . . 5 „	Northerly. Southerly.	
November	30·104	30·009	80·7	83·8	N.N.E, S.S.W., and variable.	304·23	13·090	6·83	Rough . . . 18 „ Moderate . . . 6 „ Calm . . . 6 „	Southerly. Northerly.	From 20th to 22nd Novr. weather unsettled and squally, and the current running very strong in the Pass; 29th heavy rains for 6 hours, wind veering all round the compass.
December	30·179	30·080	78·3	81·1	N.N.E., E.S.E., and E.N.E.	475·83	4·980	4·19	Rough . . . 28 „ Calm . . . 2 „ Moderate . . . 1 day.	Southerly.	
Year	30·068	29·963	82·9	87·2			26·885	5·01			

* Observations recorded by the Port Officer.

† Anemometer being under repairs the wind rate is given in Beaufort's letters.

COLOMBO OBSERVATORY.

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
January . .	29·939	29·813	Not recorded.	Not recorded.	North, N.N.W., N.E. and N.N.E.	213·5	5·79	3
February . .	29·938	29·812			N.N.W., N.E., S.E., E.S.E., E.N.E. and variable.	156·0	4·51	4
March . .	29·931	29·806			West, W.S.W., East and E.S.E.	144·2	9·18	6
April . .	29·880	29·761			S.S.W. to W.S.W. S.W., S.E. and E.S.E.	170·1	15·40	5
May . . .	29 841	29·743			S.W.	273·2	6·43	7
June . . .	29·854	29·773			S.W. and W.S.W.	296·4	0·63	7
July . . .	29·901	29·820			S.W. and W.S.W.	246·1	2·95	7
August . .	29·890	29·797			S.W. to W.S.W.	224·1	0·94	7
September . .	29·926	29·820			S.W.	240·0	1·13	6
October. . .	29·934	29·821			S.W. to W.S.W.	231·7	3·45	7
November . .	29·932	29·818			S.W. and East.	140·5	17·84	7
December . .	29·977	29·852			North, N.N.W., and North to N.E.	225·1	3·15	4
Year .	29·912	29·803				213·4	71·40	5·83

GALLE OBSERVATORY.

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
January . .	29·914	29·804	Not recorded.	Not recorded.	N.E. and N.W.	Not recorded.	0·65	3
February . .	29·906	29·797			N.E. and S.W.	Ditto.	7·01	5
March . .	29·905	29·791			N.E. and N.W.	Ditto.	7·91	6
April . .	29·861	29·749			S.W. and N.W.	131·0	10·29	6
May . .	29·828	29·738			S.W.	229·5	10·31	7
June . .	29·844	29·764			S.W. and N.W.	277·1	1·36	5
July . .	29·889	29·807			N.W.	275·2	4·59	6
August . .	22·879	29·787			N.W.	231·2	1·30	5
September . .	29·917	29 809			West and N.W.	222·9	1·84	6
October . .	29·926	29·807			W.N.W.	216·7	8·83	6
November . .	29·925	29 814			S.W.	74·1	11·19	7
December . .	29·967	29·852			N.E.	71·1	5·91	4
Year .	29·897	29·793					71·19	5·50

TRINCOMALIE OBSERVATORY.

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
January . .	29·824	29·744	Not recorded.	Not recorded.	N.E.	Not recorded.	2·61	3
February . .	29·845	29·748			N.E.	Ditto	3·01	2
March . .	29·827	29·707			East.	Ditto	0·70	2
April . .	29·742	29·633			East and S.W.	288·4	4·72	3
May . .	29·676	29·575			S.W.	409 6	1·53	4
June . .	29·669	29·573			W.S.W.	560·8	3·66	4
July . .	29 727	29·624			S.W.	520·2	2·71	4
August . .	29·724	29·619			S.W.	441·8	4·73	5
September . .	29·770	29·649			S.W.	456·6	2·21	4
October . .	29·805	29·695			S.W., N.W. and N.E.	299·5	4·64	5
November . .	29·815	29·711			N.E.	199·4	17·51	4
December . .	29·840	29·743			N.E.	287·7	10·13	4
Year .	29·772	29·668					58·16	3·66

NEGAPATAM OBSERVATORY.

Year 1880.	Read at 10 A.M. and 4 P.M. Barometer. (Mean.)	Barometer. (Mean.)	Attached Thermometer. (Mean.)	Attached Thermometer. (Mean.)	General direction of wind.	Wind rate (*Miles per day.*)	Rainfall (*in inches.*)	Amount of cloud, 0 to 10.	State of the Sea*.	Direction and rate of sea-current observed.*	Remarks:* *Particularly regarding the state of the atmosphere and notes on cyclonic storms.*
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)							
			°	°							
January	30·133	30·026	78·6	79·7	N.E.	112·8	0·41	4	Smooth . . . 17 days Rough . . . 13 „ Heavy swell . . . 1 day	Northerly . . .	Moderate weather, except at the close of the month when it was boisterous, blowing hard from N.E. with disturbed sea for a day.
February	30·143	30·023	81·5	82·0	N.E., and East	87·2	1·59	4	Smooth . . . 28 days Rough . . . 1 day	Ditto . . .	The month commenced with a gale from N.E. with disturbed sea when the weather settled down to fine; 16th to 19th squally with heavy showers of rain followed by fine weather to end of month.
March	30·122	29·994	86·1	86·1	N.E., and S.E.	114·6	*Nil*	4	Smooth . . . 23 days Rough . . . 8 „	Ditto . . . Southerly . . .	Moderate and fine weather throughout; sea rough at times.
April	30·030	29·899	89·4	88·7	S.E., and South	143·4	0·49	4	Smooth	Northerly . . .	Fine weather up to 19th with land and sea breezes; 20th and 21st squally with thunder, lightning, and rain, after which fair weather prevailed.
May	29·947	29·829	91·4	92·1	South, and S.W.	194·5	*Nil*	5	Smooth . . . 17 days Disturbed sea . . . 12 „ Rough . . . 2 „	Southerly from 1st to 9th; heavy swell from Eastward to end of month.	Unsettled weather; land and sea breezes during intervals. Sea disturbed.
June	29·926	29·833	90·4	92·1	S.W.	214·6	0·25	6	Smooth . . . 18 „ Rough . . . 12 „	Northerly . . .	Squally occasionally with rain, thunder and lightning. Sultry and oppressive at times with strong land breezes and dust storms.
July	29·967	29·873	87·5	91·7	S.W., and West	217·4	1·81	6	Smooth	Northerly . . .	Squally throughout with thunder, lightning and rain. Weather oppressive occasionally with fresh land breezes and dust storms.
August	29·974	29·877	84·2	89·3	S.W.	167·2	4·67	6	Smooth	Northerly . . . Southerly . . . Southerly . . . Northerly . . .	Unsettled weather; very oppressive at times. No sea breezes for days.
September	30·015	29·901	84·5	88·8	S.W.	155·8	1·19	5	Smooth . . . 28 days Rough . . . 2 „		Unsettled weather during early part of month, after which very dry weather prevailed with light winds and calm.
October	30·070	29·951	84·1	85·2	S.E., S.W., and West	89·3	6·29	6	Smooth . . . 27 „ Rough . . . 4 „	Heavy swell from Northward on 1st and 10th; 2nd to 9th heavy swell from Southward; from 11th to 31st strong Northerly current.	Unsettled weather; N.E. winds setting in early in squalls with rain, thunder, and lightning up to 15th, after which monsoon weather prevailed with heavy rain occasionally.
November	Not recorded						33·13	Not recorded	Disturbed sea . . . 14 „ Smooth . . . 6 „ Moderate . . . 5 „ High surf . . . 2 „ Calm . . . 1 day Rough . . . 1 „ Cyclone . . . 1 „	Strong Northerly . . Strong Southerly . .	1st to 20th weather squally, blowing hard from N.E. A furious cyclone passed on 21st. Barometer 29·30. Much damage done in the neighbourhood; remainder of month squally at intervals with heavy rain.
December	Not recorded						6·07	Ditto	Smooth . . . 18 days Rough . . . 11 „ Very rough . . . 1 day Moderate . . . 1 „	Northerly. Heavy swell from Northward and Southward.	Weather threatening and squally throughout the month, heavy rain at times with thunder and lightning with high sea running and strong currents occasionally; communication with shipping difficult and at times cut off.
Year							55·90				

* Observations recorded by the Port Officer.

PONDICHERRY.*

Year 1880.	Read at 10 A.M. and 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud, 0 to 10.	State of the Sea.
	Barometer.		Attached Thermometer.						
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)					
			°	°					
January	30·08	29·94	77·0	77·8	N.W. to N.E. irregular		1·26	2	Rough.
February	30·02	29 92	80·1	79·8	Irregular and very variable from N.E. to East.		0·16	2	Smooth.
March	30·01	29·91	82·8	82·6	East to E.S.E.		*Nil*	2	Ditto.
April	29·92	29·80	84·7	84·3	E.S.E. and variable		*Nil*	2	Ditto.
May	29·82	29·73	86·0	84·8	S.E. irregular to W. S. W. variable.		*Nil*	2	Ditto.
June	29·80	29·70	88·1	86·6	West to S.W., variable		1·50	3	Ditto.
July	29·85	29·77	85·5	87·7	W.S.W. to S.E.	Not recorded.	1·69	3	Ditto.
August	29·87	29·78	84·5	85·9	West to S.E. irregular and variable.		4·13	4	Rather rough.
September	29·90	29·80	83·3	84·7	W.S.W. to S.E. irregular and variable.		11·54	4	Smooth.
October	29·84	29·87	82·1	83·1	West to E.S.E. irregular and variable.		10·54	4	Ditto.
November	30·00	29·92	79·6	80·3	N.W. to N.E. irregular and variable.		20·98	6	Chopping sea on at intervals.
December	30·08	30·00	76·9	78·5	N.W. to N.E.		3·62	5	Smooth.
Year	29·932	29·845	82·5	83·0			55·42	3·25	

* Observations recorded by the Port Captain.

MADRAS OBSERVATORY.

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day.*)	Rainfall (*in inches*).	Amount of cloud 0 to 10.	State of the Sea*.	Direction and rate of sea-currents observed.*	Remarks:* *Particularly regarding the state of the atmosphere and notes on cyclonic storms.*
	Barometer.		Attached Thermometer								
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)							
			°	°							
January	30·157	30·042	79·2	80·8	N.E.	138·3	2·65	4	Moderate . . . 14 days Smooth . . . . 14 ,, Short chopping sea on . 2 ,, Quite disturbed . . 1 day	Southerly . . .	2nd and 30th surf broke over both groynes; 21st and 29th cloudy and rainy, otherwise fine weather throughout.
February	30·157	30·032	81·2	81·9	East, and S.E.	123·0	2·48	3	Moderate . . . 19 days Smooth . . . . 10 ,,	Southerly . . . Northerly . . .	Fine throughout; heavy storm with thunder and lightning on 27th.
March	30·128	29·985	85·6	84·9	S.E.	156·4	*Nil*	3	Smooth . . . . 16 ,, Moderate . . . 12 ,, Chopping sea on . . 3 ,,	Southerly . . . Northerly . . .	Fine weather throughout.
April	30·025	29·887	90·5	88·4	S.E.	186·0	*Nil*	3	Moderate . . . 14 ,, Smooth . . . . 14 ,, Chopping sea on . . 2 ,,	Northerly . . .	Weather generally fine; 8th cloudy to S.E.; 19th and 20th cloudy and squally (N.W. and S.E.) with lightning.
May	29·928	29·801	95·2	90·0	S.E., and South	226·8	*Nil*	4	Moderate . . . 10 ,, Smooth . . . . 13 ,, Heavy swell . . . 6 ,, Chopping sea on . . 2 ,,	Northerly . . .	
June	29·898	29·785	91·6	92·1	S.W., and West	201·1	1·11	7	Calm . . . . . 10 ,, Moderate . . . 8 ,, Smooth with heavy swells 7 ,, Smooth . . . . 5 ,,	Northerly . . . Southerly . . .	Sky and atmosphere hazy generally, otherwise fine; occasional slight squalls with rain.
July	29·940	29·789	88·0	92·0	S.W., and West	201·6	4·49	7	Moderate . . . 22 ,, Heavy swell . . . 5 ,, Smooth . . . . 3 ,, Calm . . . . . 1 day	Not observed . . .	Occasional showers and sky overcast throughout this month; a thunder storm at 5 P.M. on 19th.
August	29·955	29·832	86·8	89·0	S.W., and West	157·0	4·90	7	Smooth . . . . 13 days Moderate . . . 15 ,, Heavy swell and surf . 3 ,,	Northerly . . .	Fine throughout with strong land and sea breezes; 16th at 8 P.M. a thunder storm.
September	29·982	29·864	85·4	87·5	S.W., and West	142·9	8·82	7	Moderate . . . 17 ,, Smooth . . . . 11 ,, Chopping sea on . . 1 day High surf . . . 1 ,,	Northerly . . . Southerly . . .	Strong land and sea breezes; 2nd and 9th under storm; fine during latter part of month.
October	30·051	29·948	84·6	84·1	North, N.E., East, and S.E.	83·7	8·61	6	Moderate . . . 22 ,, Smooth . . . . 8 ,, Chopping sea on . . 1 day	Southerly . . . Northerly . . .	Fine generally with light rains; N.E. monsoon setting in quietly, land and sea breezes at intervals.
November	30·120	30·013	80·0	79·4	N.E., and North	139·7	22·97	8	Moderate . . . 26 days Short chopping sea on . 4 ,,	Southerly . . .	Weather dark and gloomy with occasional heavy rains and squalls; N.E. monsoon setting in; 7th cloudy with thunder storm.
December	30·215	30·103	79·5	79·8	N.E.	127·3	5·77	5	Moderate . . . 21 ,, Smooth . . . . 4 ,, Chopping sea on . . 4 ,, Heavy sea . . . 2 ,,	Southerly . . .	In the early part, weather squally from N.W with heavy rains; the remainder of month, fine. Heavy sea broke over both groynes
Year	30·047	29·923	85·6	85·8		156·9	61·80	5·33			

* Information supplied by the Port Officer of Madras.

MASULIPATAM OBSERVATORY.

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day.*)	Rainfall (*in inches*).	Amount of cloud 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January	30·172	30·055	80·0	79·9	N.E.		*Nil*	3
February	30·169	30·041	83·3	81·6	East, and S.E.		0·18	3
March	30·126	29·989	87·6	84·9	S.E.		*Nil*	3
April	30·029	29·888	92·0	88·3	S.E., and S.W.		0·51	4
May	29·926	29·781	94·5	90·6	S.W.		1·30	5
June	29·843	29·738	91·8	93·3	West		3·04	7
July	29·879	29·770	87·8	89·6	West		3·84	7
August	29·919	29·797	89·4	88·9	West		4·39	5
September	29·950	29·835	85·3	87·0	West		2·82	7
October	30·080	29·959	86·2	85·5	North, and N.E.		3·16	5
November			Not recorded				14·83	Not recorded.
December			Not recorded				1·84	Ditto.
Year							35·91	

Not recorded.

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COCANADA.*

Year 1880.	Read at 10 A.M. and 4 P.M. — Barometer. (Mean.)	(Mean.)	Attached Thermometer. (Mean.)	(Mean.)	General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.	State of the Sea.	Remarks: *Particularly regarding the state of the atmosphere and notes on cyclonic storms.*
January	30·055	30·011	75·0	77·4	North to S.E., and very variable.	Not recorded.	Not recorded.	Not recorded.	Not recorded	Light winds and fine weather.
February	30·046	29·976	77·6	81·3	S.E., N.N.E., and very variable.	Ditto.	Ditto.	Ditto.	Ditto	Light winds and fine weather; cloudy with rain on 16th.
March	30·043	29·943	82·8	88·1	East to S.E., S.W. to S.S.E., and variable.	Ditto.	Ditto.	Ditto.	Ditto	1st to 21st light winds and fine weather; 22nd to 28th fine but clondy; 29th to end of month light winds and fine weather.
April	30·016	29·900	86·2	90·7	W.S.W., and very variable.	170·84	0·60	3·11	Slight sea 16 days† Very smooth 10 ,,	Light winds and fine weather generally, squalls with rain on 2nd, 3rd, 15th, 20th, 21st, 23rd, and 26th; N.W. dust storm on 1st at 5 P.M.
May	29·910	29·797	88·4	91·6	S.W. to South, W.S.W. to S.S.E., and variable.	172·92	0·55	3·38	Slight 21 ,, Very smooth 5 ,,	Moderate and light winds alternately with fine weather; N.W. squalls in the afternoons from 11th to 14th and 24th to 26th.
June	29·791	29·706	86·1	89·8	S.W., W.S.W., W.S.W. to S.E., and variable.	220·46	3·66	4·57	Slight sea 26 ,,	Light winds and cloudy; rain on 10th, 11th, 14th, 21st, 22nd, 24th to 26th, 29th and 30th.
July	29·825	29·741	82·5	86·1	W.S.W., S.W., and variable.	235·96	3·48	4·44	Smooth 16 ,, Slight sea 11 ,,	Moderate and light winds alternately with cloudy weather; rain on 3rd, 5th, 6th, 9th, 14th to 17th, and 22nd.
August	29·878	29·786	84·1	87·2	W.S.W., S.W., and West.	186·00	2·00	3·61	Slight sea 15 ,, Smooth 11 ,,	Fine weather, light winds and cloudy; rain on 5th, 12th, 17th, 26th and 28th.
September	29·923	29·812	81·6	84·7	W.S.W., S.W. West, and East.	163·50	3·90	2·80	Smooth 17 ,, Slight sea 9 ,,	Light winds, cloudy and fine weather; rain on 1st, 5th, 7th, 9th, 10th, 12th, 13th, 14th, 18th, 29th, and 30th.
October	30·058	29·953	81·9	83·6	N.E. to E.N.E., and very variable.	170·00	9·05	3·69	Smooth 17 ,, Slight sea 8 ,, Rough 1 day	Moderate and light winds, alternately with cloudy weather for greater part of the month. Rain on 2nd, 10th, 13th, 16th, 19th to 23rd.
November	30·155	30·065	77·3	78·6	N.E. to E.N.E., and variable.	320·42	8·11	5·53	Slight sea 16 days Rough 10 ,,	Moderate and light winds alternately with fine weather. Rain on 1st to 6th, 9th, 22nd, 29th, and 30th.
December	30·224	30·116	74·3	76·9	N.E. to E., N.N.E., to E.N.E., and variable.	206·03	1·61	3·42	Slight sea 15 ,, Smooth 10 ,, Rough 1 day	Moderate and light winds with fine weather, cloudy at intervals.
Year	29·993	29·900	81·5	84·6		...	...	...		

* Observations recorded by the Port Officer.

† Sundays are excluded.

VIZAGAPATAM OBSERVATORY.

Year 1880.	Read at 10 A.M. and 4 P.M. — Barometer. (Mean.)	Barometer. (Mean.)	Attached Thermometer. (Mean.)	Attached Thermometer. (Mean.)	General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.	State of the Sea.*	Direction and rate of sea-currents observed.*	Remarks: * *Particularly regarding the state of the atmosphere and notes on cyclonic storms.*
January	30·151	30·028	75·5	78·4	West, S.W., N.E. and East.	46·0	0·50	1·64	Not recorded		Weather generally fine and bright throughout.
February	30·144	30·023	79·4	81·6	S.E. and West	49·1	0·60	2·14	Ditto		Weather generally fine and bright throughout.
March	30·097	29·969	83·7	84·8	West, and S.W.	96·1	*Nil*	1·67	Ditto		Moderate to fresh breezes with cloudy and bright sky throughout.
April	30·001	29·873	88·0	87·7	West, S.W. and South.	106·7	0·10	4·24	Ditto		Fresh breezes; fine and moderate; squally on 23rd, rain with thunder and lightning on 26th.
May	29·890	29·767	88·8	89·2	West, S.W. and South.	106·0	4·50	3·95	Ditto		Moderate and fine; squalls with thunder lightning and rain at nights.
June	29·758	29·667	87·3	88·9	West and S.W.	96·6	3·40	6·72	Ditto		Moderate and fine during forenoons; afternoons sultry and cloudy with drizzling rain.
July	29·791	29·695	84·6	87·0	West and S.W.	110·2	8·90	6·04	Ditto		Dull, squally and rainy with alternate fine and cloudy days.
August	29·849	29·746	85·0	86·8	West	66·2	0·51	6·04	Ditto		Wind light; weather cloudy, with frequent showers of rain.
September	29·897	29·795	85·0	86·0	West	59·9	1·70	5·59	Smooth 17 days; Quiet 10 ,, ; Moderate 1 day; Swell 2 days	Slight Southerly 14 days; Slight Northerly 10 ,, ; Imperceptible 6 ,,	First part of the mornings clear; afternoons cloudy and hazy.
October	30·056	29·941	84·1	85·4	West	59·9	11·40	3·77	Quiet 20 ,, ; Moderate 5 ,, ; Swell 2 ,, ; Choppy 2 ,, ; High 2 ,,	Southerly 13 ,, ; Slight Northerly 10 ,, ; Strong Southerly 4 ,, ; Slack 4 ,,	Generally fine weather; heavy showers; 10th and 12th rain and lightning all night. 13th a cyclonic gale (N. and N.E.) all night; A.M. wind shifted to N.W.; and at noon cleared up. The gale was not severe.
November	30·168	30·059	79·2	80·0	N.E. and East	66·6	10·50	5·26	Choppy 14 ,, ; Quiet 12 ,, ; Very choppy and troublesome. 3 ,, ; Moderate 1 day	Southerly 25 ,, ; Slack 3 ,, ; Slight Northward 1 ,, ; Slight Southward 1 ,,	Fine weather with dull and hazy at intervals; squally with storms. Captain of S.S. *Henzada* reported that he had bad weather to the southward on the 24th, whilst on her passage up the coast.
December	30·228	30·112	75·4	78·1	East and West	39·8	1·40	1·48	Very quiet 20 days; Quiet 8 ,, ; Choppy 5 ,,	Slack 17 ,, ; Southward 9 ,, ; Slight Southward 5 ,,	Fine bright month throughout, except a few days dull, thick and cloudy weather with rain.
Year	30·002	29·889	83·0	84·5		75·2	43·51	4·04			

* Information supplied by the Port Officer.

BIMLIPATAM.*

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Force of wind.† 0 to 12.	Rainfall (*in inches*).	Amount of cloud. 0 to 10.	State of the Sea.	Direction and rate of sea-currents observed.	Remarks: *Particularly regarding the state of the atmosphere and notes on cyclonic storms.*
	Barometer.		Attached thermometer.								
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)							
January	30·055	29·997	74°7	77°4	East, S.W., S.E. and variable.	2·22	0·4	Not recorded.	Very smooth	Not observed.	
February	30·049	30·000	79·7	82·0	S.W., East, E.S.E. and variable.	0·65 to 2·44	0·4	Ditto	Fine and smooth	Ditto.	
March	29·995	29·924	83·2	84·5	S.W., S.E. and East.	1·64 to 2·83	*Nil*	Ditto	Smooth	Ditto.	
April	29·903	29·842	86·8	87·5	S.W.	1·53 to 2·83	0·2	Ditto	Smooth	Moderately smooth; high surf on 20th.	Fine, steady month throughout.
May	29·796	29·732	87·7	88·9	S.W.	1·25 to 2·54	5·1	Ditto	Moderate	Not observed	Severe thunder squalls very frequent during this month accompanied with thunder, lightning and rain.
June	29·670	29·630	87·6	88·7	S.W.	1·26 to 2·20	3·1	Ditto	Moderate surf	Ditto	Frequent thunder storms, accompanied with much lightning and rain.
July	29·708	29·659	85·4	86·6	S.W.	1·09 to 2·25	8·1	Ditto	Moderate	Ditto	Frequent squalls accompanied with much thunder, lightning and rain.
August*	29·760	29·724	85·8	86·9	S.W.	0·77 to 1·06	3·0	Ditto	Moderately smooth	Ditto	Frequent squalls with rain during this month.
September	29·808	29·755	85·8	87·0	Calm, W.S.W., S.W., N.E. and variable.	1·46	4·3	46·80	Moderately smooth	S.W., 1½ to 2 miles	Cloudy and hazy in the forenoons, with thunder and rain in the afternoons; 13th heavy rain inland, the freshets were running down the river very strong and cargo boats were not able to ply; 20th current particularly strong sufficient to swing a vessel in the roads with a stern to the wind, notwithstanding there was a fresh breeze from S.W.
October	29·967	29·921	84·7	85·8	E.N.E., North, N.E. and variable.	1·45 to 1·96	10·1	40·96	Smooth . 23 days Moderate . 4 „ High surf . 4 „	Not observed	A cyclone commencing at the northward prevailed from night of the 12th to 10 A.M., of the 14th with heavy rain and lightning; the wind veered round by E. to S., and by North, and E. to S.E., when it died out.
November	30·073	30·029	79·7	81·7	N.E., East and variable.	1·96 to 2·63	9·8	5·13	Smooth . 25 „ Moderate . 5 „	Ditto.	
December	30·137	30·096	74·9	77·9	N.E., E.N.E., East and E.S.E.	1·35 to 2·32	*Nil*	6·16	Smooth	Southward	Very fine and clear weather.
Year	29·910	29·859	83·0	84·5			44·5				

* Observations recorded by the Port Officer.

† There is no anemometer at this port.

GOPALPUR.*

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.		Wind rate † (*Miles per day*).		Rainfall (*in inches*).	Amount of cloud. 0 to 10.	State of the Sea.	Direction and rate of sea-currents observed.	Remarks: *Particularly regarding the state of the atmosphere and notes on cyclonic storm*).
	Barometer.		Attached Thermometer.										
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)	A.M.	P.M.	A.M.	P.M.					
			°	°									
January .	30·03	30·00	73	76	N.W.	S.E.	2	2	0·25	Clear	Smooth	E.N.E. ½ knot.	
February .	30·05	29·63	78	79	S.E.	S.E.	2	4	1·88	Clear	Smooth	E.N.E. ½ knot.	
March .	29·97	29·89	81	80	S.W.	S.W.	·3	5	*Nil*	Clear	Moderate	E.N.E. 2 knots.	
April . .	29·94	29·84	84	85	S.W.	S W.	313		2·05	3	Moderate	E.N.E. 1½ knots.	
May . .	29·84	29·73	85	86	S.W.	S.W.	313		1·41	2	Moderate	E.N.E. ½ knot.	
June . .	29·69	29·63	85	85	S.W.	S.W.	315		18·29	8 to 10	High	E.N.E. ¾ knot.	
July . .	29·70	29·64	80	82	Southerly		315		7·79	8	Moderate	E.N.E. ½ knot.	
August .	29·78	29·69	83	84	Southerly		313		10·55	9	High	E.N.E. ½ knot.	
September .	29·78	29·75	83	84	Variable		313		13·47	8 to 10	High	Southerly 1½ knots.	
October .	30·03	29·93	84	85	Northerly.	S.E.	312		17·53	9 to 10	Moderate	Southerly ¾ knot.	
November .	30·16	30·12	76	77	Northerly.		312		7·56	7	Smooth	S.W. ¾ knot.	
December .	30·20	30·07	74	77	Northerly.	S.E.	313		0·03	2	Smooth	S.S.W. 1 knot.	
Year .	29·931	29·826	80·5	81·6					80·81				

The year has been particularly free from cyclonic winds, but very heavy rain fell (75·19 inches) from June to November, being 43·91 inches over the average for the past 12 years.

* Observations recorded by the Port Officer.

† Anemometer received only in April.

POOREE.*

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Rainfall (*in inches*).	Amount of cloud. 0 to 10.	State of the Sea.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January	30·090	29·933	72·4	76·2	North	0·11	1·5	Calm.
February	30·045	29·839	78·5	79·5	South	0·32	1·6	Calm.
March	29·925	29·789	81·9	82·6	S.W.	*Nil*	1·1	Moderate.
April	29·816	29·686	87·5	87·1	S.W.	*Nil*	3·1	Moderate.
May	29·668	29·570	88·0	88·3	S.W.	3·54	3·1	Rough.
June	29·560	29 480	85·6	85·6	S.W.	23·89	8·3	Moderate.
July	29·602	29·521	84·2	85·2	S.W.	15·37	8·5	Rough.
August	29·624	29·574	83·8	84·2	S.W.	16·38	8·1	Rough.
September	29·733	29·636	82·9	83·1	S.E.	15·14	7·1	Rough.
October	29·912	29·812	83·1	83·9	S.E.	10·63	4·8	Moderate.
November	30·084	29·956	75·3	78·0	N.E.	2·36	4·4	Calm.
December	30·109	30·001	70·2	75·8	North	0·04	0·7	Calm.
Year .	29·847	29·733	81·1	82·4		87·78	4·3	

* Received from the Collector of Pooree.

FALSE POINT OBSERVATORY.

Year 1880.	Read at 10 A.M. and 4 P.M.				General direction of wind.	Wind rate (*Miles per day.*)	Rainfall (*in inches.*)	Amount of cloud. 0 to 10.	State of the Sea.*	Direction and rate of sea-currents observed.*	Remarks:* *Particularly regarding the state of the atmosphere and notes on cyclonic storms.*
	Barometer.		Attached Thermometer.								
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)							
			°	°							
January	30·149	30·033	71·5	75·0	North and East	173·2	0·03	1·79	Smooth.		Fine, clear weather throughout.
February	30·141	30·031	76·6	78·8	South, East, and S. W.	204·4	1·56	2·45	Ditto.		Fine, clear weather throughout.
March	30·063	29·941	82·2	83·8	South and S. W.	369·4	0·01	2·93	Slight.		Hazy weather; N. W., squalls with thunder, lightning, and rain.
April	29·978	29·851	86·9	87·1	South	408·5	1·38	2·57	Ditto.		Squally with thunder and lightning; strong S. W. breezes.
May	29·876	29·749	87·1	87·6	South	311·5	6·10	3·63	Ditto.		Frequent squalls with thunder, lightning and rain.
June	29·709	29·624	85·5	85·8	South	295·8	11·28	7·32	Heavy.		Heavy squalls with thunder, lightning and much rain.
July	29·744	29·658	83·3	84·6	South, West and S. W.	242·8	9·96	6·83	Ditto.	Not observed.	Fine weather; occasional N. W., squalls with rain, thunder, and lighting; strong S. W. moonsoon blowing.
August	29·814	29·732	83·4	81·0	South, S. W., and West.	233·2	26·77	7·45	Ditto.		Weather hazy; strong West, and W. S. W. squalls, with heavy rain, throughout this month.
September	29·886	29·788	82·7	83·4	South	179·9	7·66	6·02	Slight.		Fine weather with light winds at times. Not much rain.
October	30·069	29·976	83·6	83·7	North and West	146·0	14·39	4·53	Smooth.		Very fine weather throughout. Heavy rain.
November	30·192	30·004	77·3	78·1	North and N. E.	167·7	2·03	3·77	Ditto.		First part of this mouth unsettled weather; latter part very fine and clear.
December	30·234	30·133	72·0	74·6	North and East	151·4	*Nil*	1·05	Ditto.		Fine weather and clear sky; N. E. winds blowing at intervals.
Year	29·988	29·876	81·0	81·9		240·3	81·17	4·19			

* Information supplied by the Port Officer.

SAUGOR ISLAND OBSERVATORY.

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January	30·154	30·045	69·3	75·5	North, South, and S.W.	164·3	0·12	2·40
February	30·141	30·030	73·9	77·6	South and S.W.	182·2	1·07	2·54
March	30·046	29·918	79·4	81·9	Ditto	324·9	0·45	3·42
April	29·971	29·851	83·9	85·4	South	393·5	2·82	4·65
May	29·872	29·766	85·2	86·8	Ditto	265·1	4·84	5·77
June	29·703	29·622	84·0	85·2	Ditto	275·5	18·81	8·06
July	29·735	29·653	83·3	84·0	Ditto	264·5	14·17	7·65
August	29·793	29·703	83·1	83·2	Ditto	265·1	23·81	7·71
September	29·893	29·789	82·2	82·9	S. E., and South	187·6	19·95	6·82
October	30·069	29·959	82·4	83·7	South, S.W., and N.E.	159·9	13·45	5·35
November	30·181	30·085	75·3	77·9	North and N. E.	133·1	1·46	3·91
December	30·220	30·114	68·2	72·4	North, N.E., South, and N.W.	134·2	0·26	0·90
Year	29·981	29·878	79·2	81·3		229·1	101·21	4·93

CHITTAGONG OBSERVATORY.

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.	State of the Sea. (Notes taken at Kootubdea light-house).	Direction and rate of sea-currents observed. (Notes taken at Kootubdea light-house).
	Barometer.		Attached Thermometer.							
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)						
			°	°						
January . . .	30·049	29·951	68·5	70·2	N.E.	62·0	0·27	2·08	Not observed.	Not observed.
February . . .	30·055	29·952	70 8	74·6	N.E.	83·1	*Nil*	2·05	Calm; rough on 18th to 20th and 29th	Ditto.
March . . .	30·012	29·901	77·1	80·0	South, and S.W.	153·1	0·75	3·89	Smooth; rough on 17th to 19th	N.W. on flood, S.S.E. on ebb, 2 to 2½ miles per hour.
April . . .	29·955	29·842	83·0	84·6	Ditto.	145·4	2·00	3·93	Smooth, except from 8th to 15th when there was a little swell.	N.N.W. on flood, S.S.W. on ebb, 3 to 4 miles per hour.
May	29·833	29·719	82·7	84·3	East, S.E., South, and S.W.	120·8	15·97	4·92	Smooth, except on 7th and 29th when there was a little swell.	Ditto.
June	29·713	29·623	81·0	81·7	S.E.	150·0	27·15	8·17	Smooth, except on 2nd, and 14th to 19th when there was a slight swell.	Ditto.
July	29·716	29·635	80·7	81·9	S.E.	142·1	22·66	7·27	Smooth	N.N.W. on flood, S.S.W. on ebb, 3 to 4½ miles per hour.
August . . .	29·771	29·673	81·0	82·0	South, and S.E.	112·8	26·14	7·18	Smooth, except on 12th to 15th when there was a slight S.W. swell.	Ditto.
September . . .	29·850	29·735	81·1	82·4	S.W., S.E., and East.	83·3	17·14	6·10	Smooth	N.N.W. on flood, S.S.W. on ebb, 3 to 4 miles per hour.
October . . .	29·985	29·868	80·6	82·4	N.E., and West.	60·3	4·33	4·31	Ditto	Ditto.
November . . .	30·075	29·978	74·8	77·6	N.E., West, and N.W.	63·5	0·19	3·37	Ditto	Ditto.
December . . .	30·100	29·999	66·2	71·1	N.E., and N.W.	70·2	*Nil*	1·02	Ditto	Ditto.
Year . .	29·926	29·823	77·3	79·4		103·9	116·60	4·52		

AKYAB OBSERVATORY.

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January . .	30·092	29·996	69·3	78·1	N.E. and N.W.	24·5	*Nil*	2·11
February . .	30·114	30·020	71·1	78·9	West, N.W. and East	73·4	0·35	1·03
March . . .	30·105	29·994	77·6	82·3	West and S.W.	89·9	*Nil*	1·58
April . . .	30·035	29·913	83·3	86·2	West	89·9	5·77	2·29
May . . .	29·926	29·827	82·4	84·9	South and S.E.	90·5	18·91	6·10
June . . .	29·839	29·761	80·4	80·6	West and S.W.	116·8	63·50	9·13
July . . .	29·849	29·766	79·8	80·6	South and S.W.	86·4	39·07	8·73
August . . .	29·893	29·806	80·3	81·0	South	82·4	38·96	8·86
September . .	29·958	29·854	80·6	82·3	S.E. and S.W.	83·6	22·70	7·57
October . . .	30·112	29·980	81·7	85·5	N.E., East and West	56·0	1·30	3·97
November . .	30·170	30·077	77·3	82·1	N.E. and East	54·4	0·75	3·28
December . .	30·184	30·091	68·3	76·2	North and N.E.	73·5	*Nil*	1·19
Year .	30·023	29·924	77·7	81·6		76·7	191·31	4·65

KYOUK PHYOU.*

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.	State of the Sea.
	Barometer.		Attached Thermometer.						
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)					
			°	°					
January . .	30·672	29·899	73·3	76·2	N.E. and N.W.	Not recorded.	0·41	Not recorded.	Calm.
February . .	30·764	29·920	73·1	77·3	N.W.		0·90		Do.
March . . .	29·855	29·789	79·2	81·1	N.W. and S.W.		*Nil*		Do.
April . . .	29·825	29·745	84·5	86·2	Ditto		0·57		Do.
May . . .	29·730	29·667	83·0	85·4	Ditto		8·62		Boisterous.
June . . .	29·650	29·596	81·0	79·5	N.E. and S.W.		53·18		Do.
July . . .	29·722	29·688	81·0	79·8	S.E. and S.W.		53·75		Do.
August . . .	29·786	29·755	81·4	80·3	Ditto		49·16		Do.
September . .	29·811	29·764	82·4	81·4	Ditto		24·56		Do.
October . . .	29·877	29·862	84·1	83·1	S.W. and N.E.		6·84		Do.
November . .	29·899	29·882	81·8	81·5	N.E. and N.W.		0·17		Calm and smooth.
December . .	29·994	29·983	74·9	74·1	Ditto		*Nil*		Do.
Year .	29·965	29·796	80·0	80·5			198·16		

* Observations recorded by the Civil Surgeon.

DIAMOND ISLAND OBSERVATORY.

(ENTRANCE TO BASSEIN RIVER.)

Year 1880.	Read at 10 A.M. and 4 P.M.				General direction of wind.	Wind rate (*Miles per day.*)	Rainfall (*in inches.*)	Amount of cloud. 0 to 10.	Remarks:* *Particularly regarding the state of the atmosphere and notes on cyclonic storms.*
	Barometer.		Attached Thermometer.						
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)					
			°	°					
January	30·055	30·008	74·2	80·4	North, N.W. and N.E.	152·8	1·13	3·21	With the exception of the unusual gale on the 4th April there has been nothing abnormal in the state of the sea-currents at the mouth of the river during the year. 2nd April, calm and hazy, with variable airs at times. 3rd, 3 A.M., weather looking threatening with some rain, and wind moderate from N.E.*b*.E. with flashes of lightning from East, Barometer 29·85; 8 A.M., moderate breeze from N.E.; 10 A.M., squally from S.E.; evening, moderate with passing clouds, wind hauling back to the eastward with light rain; 4th, fresh breezes from the N.E. to East and continued until daylight when it freshened and was accompanied with rain, Barometer steady; at 8 A.M., wind from East about the same in strength till mid-day; at 2-30 P.M., blowing hard from E.N.E. with increasing rain and heavy sea from S.E.; at 4 30 P.M., blowing a fearful gale from eastward; at 5 P.M., the *Superbo Richese* struck the rocks with her stern, and her masts went by the board; at 8-30 P.M. the wind blew the hardest and was gradually working round to the S.E. with constant and vivid lightning; at 10 P.M. it began to lull, the clouds breaking and the rain taking off. 5th, 3 A.M. moderate wind; daylight fine with light S.S.W. winds and passing clouds. The gale seems to have been felt in all its force at Hengie village. The ship *County of Anglesea*, and the British India Company's S. S. *Mahratta* both outward bound rode it out in safety; the large inward bound ship *Scottish Minstrel* had been in the vicinity during the gale.
February	30·108	29·964	78·8	81·4	North and N.W.	180·6	*Nil*	1·95	
March	30·106	29·983	81·2	83·5	North and N.W.	186·1	*Nil*	2·03	
April	30·052	29·932	85·1	86·1	N.W. and West	135·0	7·37	4·42	
May	29·957	29·856	84·6	85·6	South and S.W.	131·0	10·19	5·98	
June	29·909	29·833	82·2	83·1	S.W. and South	211·3	19·81	7·70	
July	29·894	29·822	81·1	82·3	S.W.	196·1	36·02	8·02	
August	29·925	29·842	84·8	82·7	S.W.	172·9	13·63	7·39	
September	29·953	29·859	81·0	81·1	S.W.—	164·1	21·69	7·40	
October	30·054	29·937	82·6	83·6	N.E., East and S.E.	149·1	10·56	5·60	
November	30·149	30·038	80·4	82·1	N.E. and East	173·9	3·29	3·85	
December	30·165	30·060	78·9	81·3	North and N.E.	107·2	2·60	3·74	
Year	30·027	29·928	81·2	82·7		163·3	126·29	5·11	

* Information supplied by the Port Officer.

BASSEIN.*

Year 1880.	Read at 10 A.M. and 4 P.M.				General direction of wind.	Wind rate (*Miles per day.*)	Rainfall (*in inches*).	Amount of cloud. 0 to 10.	Remarks: † (*Particularly regarding the state of the atmosphere and notes on cyclonic storms.*)
	Barometer.		Attached Thermometer.						
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)					
			°	°					
January . . .	30·060	29·963	74·5	82·0	N.E. to N.W.		*Nil*	3	
February . . .	30·065	29·933	76·5	84·8	North to West.		*Nil*	3 †	
March . . .	30·050	29·944	80·1	88·8	Ditto.		*Nil*	1	
April	29·985	29·878	83·5	87·3	Westerly		8·88	6	
May	29·907	29·801	83·6	84·1	Variable		10·67	8	On the 4th April the mouth of Bassein river was visited by a cyclonic gale, when a vessel, her anchor having broken, drove on shore on Diamond island, and became a wreck; beyond this abnormal occurrence nothing with reference to the weather and sea happened of a special character in either monsoon. The S.W. monsoon lasted longer than usual, but was mild. The fine monsoon when the winds should prevail from N.E. has been marked by unusual Westerly winds with clouds and some rain. Maximum Thermometer was 97° on 19th April and the minimum 56° on 10th January.
June	29·871	29·785	80·9	82·6	S.E. to S.W.	Not recorded.	12·74	8	
July	29·865	29·782	79·8	80·3	S.W. to S.E.		26·71	8	
August . . .	29·899	29·810	80·7	80·9	West to S.S.E.		19·72	8	
September . . .	29·945	29·843	79·7	80·4	Southerly, and variable		18·11	9	
October . . .	30·031	29·925	81·7	84·7	Easterly		8·73	5	
November . . .	30·104	29·998	79·2	83·5	Ditto		2·80	10	
December . . .	30·134	30·000	76·4	82·3	Variable		0·85	10	
Year . .	29·993	29·888	79·7	83·5	.....		109·21	6·6	

* Observations recorded by the Civil Surgeon.

† Information supplied by the Port Officer.

RANGOON OBSERVATORY.

Year 1880.	Read at 10 A.M. and 4 P.M.				General direction of wind.	Wind rate (*Miles per day.*)	Rainfall (*in inches.*)	Amount cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January	30·094	29·975	74·2	80·0	North	105·4	1·90	2·89
February	30·089	29·975	74·5	82·7	North, and S.W.	103·6	*Nil*	1·62
March	30·076	29·938	79·8	87·3	S.E., and S.W.	128·7	*Nil*	3·27
April	30·014	29·878	83·7	87·5	S.E., South, and S.W.	146·5	3·95	6·12
May	29·941	29·825	83·3	85·5	S.E., South, and S.W.	107·4	9·51	8·08
June	29·908	29·833	82·2	82·7	South, and S.E.	145·7	19·60	9·38
July	29·897	29·817	80·7	81·4	South, and S.W.	137·2	21·71	9·31
August	29·943	29·842	80·8	81·4	South, and S.E.	107·8	16·30	9·53
September	29·977	29·867	80·7	81·9	South, S.E., and S.W.	107·8	14·15	8·82
October	30·038	29·952	81·5	83·5	South, and S.E.	83·0	4·01	6·38
November	30·147	30·041	77·2	81·6	N.E., and East	120·8	*Nil*	2·30
December	30·148	30·042	75·6	81·3	North, and N.E.	106·6	0·87	4·69
Year	30·023	29·915	79·5	83·0		116·7	92·00	6·03

MAULMAIN OBSERVATORY.

Year 1880.	Read at 10 A.M. and 4 P.M.				General direction of wind.	Wind rate (*Miles per day.*)	Rainfall (*in inches*).	Amount of cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January	30·045	29·929	77·4	87·4	North, and N.E.	67·7	0·30	1·94
February	30·027	29·948	78·4	89·9	N.E., West, and N.W.	64·9	*Nil*	0·28
March	30·025	29·853	83·7	91·0	West, and S.W.	70·6	*Nil*	0·84
April	29·957	29·852	83·5	89·2	West, and S.W.	79·9	6·63	4·75
May	29·889	29·791	82·3	86·5	South, and S.W.	72·9	16·65	7·42
June	29·857	29·785	80·1	82·3	Ditto.	86·8	25·94	8·72
July	29·827	99·766	78·3	80·3	Ditto.	91·4	63·64	8·82
August	29·848	29·770	79·0	80·6	Ditto.	67·2	39·89	9·15
September	29·883	29·783	79·4	81·8	S.W.	60·1	37·56	8·12
October	29·976	29·875	83·6	88·9	N.E., S.E., and N.W.	44·7	8·46	3·31
November	30·067	26·982	79·7	88·7	N.E., and East.	55·3	0·31	1·50
December	30·077	29·834	78·9	88·4	S.E., and East.	48·9	0·10	2·16
Year	29·956	29·847	80·4	86·2		67·5	199·48	4·75

MERGUI OBSERVATORY.

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January	30·010	29·914	79·4	83·3	N.W.	51·5	0·12	3·42
February	30·050	29·948	80·6	85·0	N.W.	55·8	*Nil*	2·64
March	30·036	29·924	82·3	85·8	N.W.	48·1	3·91	2·85
April	29·985	29·861	82·6	84·8	N.W., and S.E.	49·8	7·38	5·75
May	29·925	29·822	82·4	84·2	S.W., and South.	63·3	17·20	6·71
June	29·926	29·845	79·0	80·8	S.W.	57·9	40·82	8·90
July	29·917	29·832	78·7	79·4	S.W.	56·1	36·01	9·24
August	29·934	29·842	79·9	81·4	S.W.	47·6	21·41	8·32
September	29·961	29·853	79·4	80·6	S.W., and N.W.	39·0	20·38	7·92
October	30·008	29·907	81·2	82·8	S.E., and S.W.	36·8	9·73	6·74
November	30·057	29·959	79·9	83·7	N.E., and N.W.	37·4	0·55	3·28
December	30·069	29·975	79·4	83·5	North, and N.W.	30·7	*Nil*	3·39
Year	29·990	29·890	80·4	82·9		47·8	157·51	5·76

PORT BLAIR.*

(ROSS ISLAND.)

Year 1880.	READ AT 10 A.M. AND 4 P.M.				General direction of wind.	Wind rate (*Miles per day*).	Rainfall (*in inches*).	Amount of cloud. 0 to 10.
	Barometer.		Attached Thermometer.					
	(*Mean.*)	(*Mean.*)	(*Mean.*)	(*Mean.*)				
			°	°				
January	30·058	29·955	82·1	82·6	N.E., N.N.E., and variable	256·93	2·85	4·00
February	30·080	29·975	83·6	85·4	N.E., N.N.E., North and N.N.W.	254·00	*Nil*	3·62
March	30·081	29·963	87·0	88·0	N.E., N.N.E., and E.N.E.	261·12	0·17	2·71
April	30·008	29·903	87·3	86·2	N.E., S.W., N.N.E., and variable.	252·00	6·84	5·10
May	29·928	29·823	86·2	84·0	S.W., S.S.W., and variable	271·29	15·11	6·29
June	29·914	29·839	84·0	85·1	S.W., and S.S.W.	267·16	17·02	7·63
July	29·933	29·846	82·7	81·8	S.W., S.S.W., S.S.E., and W.S.W.	252·09	28·89	7·58
August	29·942	29·864	84·5	84·5	S.W., S.E., S.S.W., and S.S.E.	255·00	7·49	6·01
September	29·943	29·878	82·9	82·4	S.W., W.S.W., and variable	296·16	18·32	7·40
October	30·033	29·924	84·5	83·2	S.E., S.W., E.S.E., and variable.	245·80	9·08	5·19
November	30·091	29·983	86·3	84·7	N.E., E.N.E., East and S.E.	269·50	2·37	4·90
December	30·110	30·009	83·3	82·5	N.E., E.S.E., and variable	237·58	10·32	4·74
Year	30·010	29·913	84·5	84·2		259 89	118·46	5·43

* Observations recorded by the Harbour Master.

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